

Navy News

JULY 1980 10p

A TOTLESS SUPER GRANT!

First of the new £75,000 Nuffield Trust Super Grants for the three Services has been won by the Royal Navy's Southwick Park Recreational Centre. But this "super" news for the centre received something of a dampener at the end of June when the Tot Fund, which has steadily poured in money since 1972, refused to stake any more there — at least for the time being.

Meeting in an atmosphere of financial stringency, with some heart-searching decisions to take, members of the Sailors' Fund Grants Committee were told that Southwick Park planned to use their Nuffield Super Grant for more facilities. Total cost of the new project was £105,000 and the

Tot Fund was being asked for the difference of £30,000.

Squash court, skittle alley, clubhouse extension and additional changing rooms were involved in the project.

Second chance

"Thumbs down" from the Tot Fund came at the end of a day-long meeting at which a variety of bids totalling more than £400,000 was "chasing" some £90,000 available. Each application was given a thorough going-over and many which succeeded were sharply pruned.

But some will have a second chance with the Fleet Amenities Fund early in July, and Southwick Park falls into this category.

Over the last eight years Southwick Park has received more than £160,000 worth of Tot Fund aid, while the F.A.F. has helped with about £5,000.

During hearing of the latest bid for Tot Fund help, the meeting was told that

Southwick Park was now breaking even and was trying to speed up growth of membership. In addition to centre membership of over 600, there were many casual golfers.

It was felt that the planned new facilities would complement the present range.

But opposition from the meeting was overwhelming. Came one voice, "I have supported many Southwick Park items, but to my mind enough is enough. They have had their fair slice of the cake. Money should now go in other directions."

Drawing the line

And most other representatives strongly supported this view. "Where do we draw the line?" asked one. Someone even declared, "I think you would be throwing good money after bad."

Another representative said there were plenty of other projects which would benefit more people.

For the bid, it was pointed out that the

IN THE ARMS OF SAFETY

A downed U.S. helicopter pilot lies in H.M.S. Juno's seaboat, his injured back supported by a special stretcher. Around him his Royal Navy rescuers busy themselves with his recovery.

Minutes earlier he and his two comrades were snatched from death after their Kaman Seasprite helicopter from the U.S.S. *Vreeland* plunged into the sea only 200 yards ahead of the Juno.

The accident, reported briefly in last month's Navy News, happened during Mediterranean exercises involving the Standing Naval Force Atlantic and the Naval On Call Force Mediterranean.

The crewmen were picked

up by the frigate's speedily-launched seaboat manned by RO1 Desmond Wilson, LPT Brian Root and CPTI Stewart Wilson.

When the Juno was within range of La Spezia the crewmen were transferred to hospital by the ship's *Wasp*. The injured pilots were later said to be in a satisfactory condition while the third man, who was treated for shock, was returned to his ship.

Picture: LA(Phot) G. M. Holland



Trophies up for auction

Tankards, ashtrays, plaques, mugs and medallions are among a wide variety of former trophies and mementos from the Navy to be sold by auction at Portsmouth.

Many of the items are regarded as being damaged beyond economic repair and are no longer needed. But it is realised that many personnel and former sailors would like the chance to bid because of personal association with the ship or establishment concerned.

300 ITEMS

The total of 300 items (some to be sold in lots) date from early in the century until the 1970s.

Proceeds of the sale will go to the R.N. Trophy Fund and be used to repair and maintain the Navy's present holding of trophies.

The first sale will be on August 13 at D. M. Nesbit and Co, 7 Clarendon Road, Southsea. Catalogues will be available from Nesbit at 30p (45p incl. postage) from August 8. The auctioneers are also prepared to conduct proxy bidding by prior arrangement.

SERVICE WEIGHT WATCH PLAN

The setting of new target weights for Service personnel is the aim of a "fitness and flab" study to be made for MOD by two scientists at Glasgow University's Institute of Physiology.

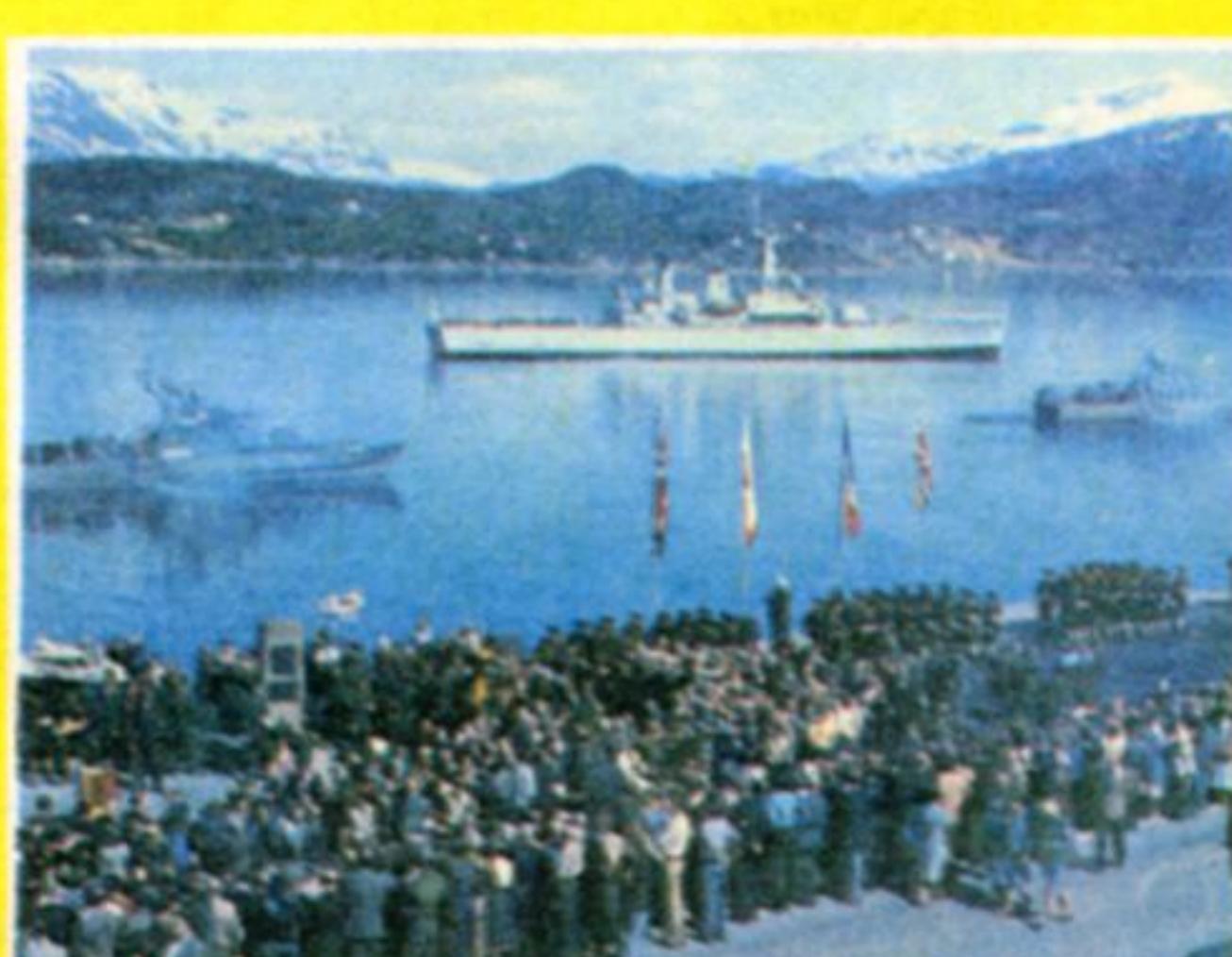
Establishment of permissible levels of body fatness would allow up-to-date, medically-acceptable target weights to be used when Service personnel are recruited, and during their careers.

MEASUREMENTS

The new study, probably involving about 10,000 measurements, will assess different categories of physique, frame size and the distribution of body fat in young men and women. Measurements will be made at Navy, Army and R.A.F. units, and will also involve civilians.

The findings are expected within three years. The £80,000 cost of the study will be recovered if the number of recruits who are subsequently unable to meet Service fitness requirements is reduced by 160, the Commons was told.

Achilles honours the Narvik dead



H.M.S. Achilles pictured in the company of two Norwegian patrol boats in the Oftofjord near Narvik, Norway, during a ceremony to commemorate the Battle of Narvik.

On May 28, 1940, French, Polish and British troops captured the town from the Germans, the assault involving close co-operation between the British Army, the Royal Navy and the R.A.F. as well as French and Polish troops.

During the ceremony, Navy Minister Mr. Keith Speed laid a wreath at a British war grave, and the commanding officer of the combined Norwegian, French and Polish force in 1940, General Bethouart, laid a wreath at the Ornes Memorial.

Meanwhile, the commanding officer of the Achilles, Cdr. P. E. Du Vivier, laid a wreath on the fjord in memory of those lost at sea. On board was Vice-Admiral Sir Peter Gretton, first lieutenant on board H.M.S. Cossack during the sea action.

Picture: PO(Phot) Paul Gibson.

Well done the likely lads!

Two records, a superb 1,500m. race, a smattering of controversy and several excellent performances by some of the up and coming youngsters contributed to an interesting Royal Navy athletics championships at Pitt Street, Portsmouth.

The two championship records to fall went to Portsmouth Command's 4 x 100m. relay team and to pole vaulter EMA Neil McPhee (H.M.S. Heron).

Portsmouth won both men's and women's competitions, with the Command's record-breaking relay squad proving just what an impact talented youngsters can make.

Of the four, App Terry Price (H.M.S. Collingwood) won 110 and 400m. hurdles and high jump, AB Richard Nicholson (H.M.S. Nelson) won the 100m. and the long jump, RO Steve Foxall (H.M.S. Nelson) was second in the 100 and 200m. sprints, and WEM Eddie Over was second in the 400m. hurdles.

Another young athlete to make his mark was MNE S. Gibbs (42 CDO), who perhaps tried to do too much on the day. Two third places, a fourth, and a relay leg were well rewarded when he was presented with the Ray Barnes Trophy as the most outstanding young hurdler at the championships.

Veteran field-eventer WO2 Ted Kelland (42 CDO) completed a hat-trick of shot, discus and hammer wins, and Navy middle distance stalwarts POPT Terry Osbourne (H.M.S. Raleigh) and CPOPT Keith Cawley (H.M.S. Drake) predictably dominated the 5,000m. and 3,000m. steeplechase respectively.

BEST RACE

Best race of the championships was a superb 1,500m. contest between Mid. Chris Robison (BRNC) and Sgt. Chris Hazelwood (CDO LOG Regt.).

Young Robison tried to "burn off" Hazelwood with a blistering last lap, but Hazelwood stuck with him to win by 0.2sec.

ANGLING

Plymouth win fly fishing

In contrast to last year's endurance feat held in sleet and icy winds, this year's R.N. and R.M. fly fishing competition took place at Avington in bright sunshine and a stiff breeze. Most fish were taken between 9 a.m. and 10 a.m., after which fishing became very difficult.

Twenty-three fish were weighed in for a total of 77lb. 2oz., and six fish over 4lb. were recorded. The team prize went to Plymouth Command for a bag of 20lb. 7oz. (CRS Poole 10lb. 7oz. and Lieut.-Cdr. Forward 10lb.). CRS Poole, who has recently left the Navy and is now a ranger at Wimbleball, also won the cup for the best bag. The cup for the best rainbow trout was won by Squadron Leader Ward of R.A.F. Northolt, an associate member, for a fish of 6lb. 2oz.

Second in the team competition were H.M.S. Gannet (Sub-Lieut. Harrison and CPO Knott) and third placed R.N. air station, Yeovilton (Lt.-Cdr. Crampton-Thomas and CPO Woodside) with 9lb. 11oz.

ATHLETICS

Robison, the Navy's junior 3,000m. record holder, did enough to break the Navy junior record in the 1,500m., but a lack of qualified timekeepers robbed him of the chance of having it ratified. The controversy was provided by the running track, which cost Sub-Lieut. Alan Cronin (H.M.S. Hermes) his R.N. 110m. hurdles title, and almost certainly lost Richard Nicholson the chance of a sprint double in the 200m.

SAME LANE

Both men, running in the same lane, lost vital split seconds as they went through the top of repairs made to the lane.

Whereas lesser sprinters might have got away with it, Cronin and Nicholson create tremendous drive off the track and "kicked" through the top of the repair.

Portsmouth's win in the women's competition was a close-run thing, with just two points separating them from Air and Scotland. Wren Viv Jenkins (H.M.S. Raleigh) won both the 200m. and 400m. and was second in the high jump.

Starter Jack Ellick presented the discus medal to Ted Kelland — 50 years after winning the same event. Jack, a former chief stoker, has been a starter for 47 years and officiated at the 1948 Olympics.

Navy discus champion WO2 Ted Kelland, flanked by CRS Bernie Halifax (left) and RELMN(A)2 Trevor Walhen, poses for a picture with starter Jack Ellick, who won the Navy discus title exactly 50 years ago.

Pictures: Wren (Phot) C. Williams

R.N. ATHLETICS CHAMPIONSHIPS, 1980

MEN

Inter-Command competition — 1, Portsmouth, 112; 2, Naval Air and R.M., 96; 4, Scotland, 72; 5, Plymouth, 58; 6, Medway, 2.

100m. — AB Richard Nicholson (H.M.S. Nelson), 11.1sec. 200m. — App Tony Bozie (H.M.S. Caledonia) 22.9sec. 400m. — App Tony Bozie (H.M.S. Caledonia) 51.4sec. 800m. — POMEM Frank Barton (H.M.S. Revenge) 1min. 57.2sec. 1,500m. — Sgt. Chris Hazelwood (Cdo Log. Regt.) 3:57.2. 5,000m. — POPT Terry Osbourne (H.M.S. Raleigh) 15.12.4. 3,000m. steeplechase — CPOPT Keith Cawley (H.M.S. Drake) 9:26.7. 110m. hurdles — App Terry Price

(H.M.S. Collingwood) 15.9sec. 400m. hurdles — App Terry Price (H.M.S. Collingwood) 58.3sec. Long jump — AB Richard Nicholson (H.M.S. Nelson) 6.59m. Triple jump — RO Dave Golley (H.M.S. Apollo) 13.41m. High jump — App Terry Price (H.M.S. Collingwood) 1.85m. Shot — WO2 Ted Kelland (42 Cdo) 15.01m. Discus — WO2 Ted Kelland (42 Cdo) 46.14m. Hammer — WO2 Ted Kelland (42 Cdo) 48.92m. Javelin — PO Hancock (H.M.S. Neptune) 58.14m. Pole vault — EMA Neil McPhee (H.M.S. Heron) 4.05m.

4 x 100m. — 1, Portsmouth, 44.3sec.; 2, Air; 3, Scotland. 4 x 400m. — 1, Air; 3:35.4; 2, Scotland; 3, R.M.

WOMEN

Inter-Group competition — 1, Portsmouth, 82; 2, Air / Scotland, 80; 3, Plymouth / Medway.

They're a fit lot in H.M.S. Danae! A team from the frigate won the minor units' trophy at the Plymouth Command athletics championships and made history by winning the 4 x 100m. relay Blount Cup. It was the first time this trophy has been captured by a small ship.

H.M.S. Raleigh were the overall champions, beating H.M.S. Drake into second place after the two big shore bases had chased each other hard over two days of competition.

More than 200 athletes from 15 ships and establishments took part in the championships.

R.M. / Plymouth / Medway, 56. 100m. — LWPT Jill Collins (H.M.S. Seahawk) 13.9sec. 200m. — Wren Viv Jenkins (H.M.S. Raleigh) 28.0sec. 400m. — Wren Viv Jenkins (H.M.S. Raleigh) 63.5sec. 800m. — Wren Hilary Astley-Jones (H.M.S. Osprey) 2:30.6. 100m. hurdles — LWPT Annette Ashmore (H.M.S. Heron) 18.1sec.

Long jump — Wren Lorna Morgan (H.M.S. Centurion) 4.92m. High jump — PO Wren Maggie Johnson (H.M.S. Dryad) 1.41m. Shot — Wren Elizabeth Oates (H.M.S. Neptune) 10.20m. Discus — LWPT Linsey Arbus (H.M.S. Dryad) 34.14m. Javelin — Wren Val Hodgkinson (H.M.S. Daedalus) 35.76m.

4 x 100m. — 1, Portsmouth, 54.3sec.; 2, Air / Scotland; 3, R.M. / Plymouth / Medway.

Danae reels off a bit of history

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B.R.N.C. Dartmouth was third overall, with the Danae fourth, and H.M.S. Fisgard fifth. The frigate's success in the Resolution Cup competition for minor units pushed H.M.S. Antelope into second place, with H.M.S. Leander third and H.M.S. Avenger-H.M.S. Ambuscade fourth.

VOLLEYBALL

HARD WORK PAYS OFF FOR WRENS

The WRNS volleyball team brought the curtain down on a most successful season by winning the Inter-Service championship at R.A.F. West Drayton on June 16.

Both the WRAF and the Navy girls beat the WRAC by three sets to nil, with the Wrens winning 16-14, 15-3, 15-4 after a nervous start.

All the hard work they had put in during the season paid off for the Wrens and in their decider against the Air Force. The WRNS played some superb volleyball, attacking at every opportunity to win quite comfortably 15-8, 15-6, 15-10.

The Wrens finished fourth in Division II of the English League, completed a week-long tour of Hong Kong, and won the Portsmouth and District League during what was a highly eventful season for them.

lost during the season was the final of the Minor Units Cup.

The Navy ended 12 years of Army rule in the Gibraltar Inter-Service hockey championships after making steady progress through the season. The side which beat the Army was strengthened by three players from H.M.S. Bulwark, which was undergoing a maintenance period in Gibraltar at the time.



PO Wren Myra Dees jumps to block during the Inter-Service tournament which the WRNS won. Behind her, CWren Diz Hadley keeps her eye on the ball.

IN BRIEF

R.N. Chatham exerted a Liverpool-like dominance on Medway Services soccer competitions, winning both league and cup trophies in style. The team, skippered by CPOPT Fess Parker, is made up of players from H.M.S. Pembroke, H.M.S. Rothesay, H.M.S. Eskimo, H.M.S. Warspite, and H.M.S. Conqueror. The Culdrose soccer team won

the Cornwall Combination League — the first Service side to do so. Culdrose nearly brought off a double by winning the Everly Cup as well, but had to settle for the runners-up medals.

H.M.S. Tamar's soccer team took the British Forces Minor Units League Trophy by winning 21 out of 22 matches, and drawing the other. The only game the side

lost during the season was the final of the Minor Units Cup.

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SPORT



Capt. R.K.S. Bethell, Captain of H.M.S. Excellent, congratulates App Tony Bozie on winning the Royal Navy 200m. title. On the winners' stand with him are two other young stars of the championships, 16-year-old RO Steve Foxall (left), who was second, and third-placed AB Richard Nicholson.

ROWING

Manadon oarsmen in form

The R.N. and R.M. A.R.A. summer regatta was held in the lake at Sherborne Castle, Sir Walter Raleigh's former home, on June 22. RNEC Manadon repeated their Inter-Services form by winning the open fours, with H.M.S. Heron taking the trophy for novice fours.

The novice sculls were won in good style by Lieut. John Jacobs of H.M.S. Collingwood.

In recent open regattas, Lieut. Toby Hunter R.M. won Senior B sculling events at both Twickenham and Reading, achieving Senior A sculling status in the process.

SHOOTING

Mercury man on target

Staff Sergeant Martin Corcoran, on loan to H.M.S. Mercury, virtually swept the board at the Portsmouth and Medway Skill-at-Arms meeting at Longmoor Range.

He won the Sheerness Cup for overall champion, the Ryder and Willis Cups and Tipner Shield for rifle events, and the Queen Elizabeth Cup for sub-machine gun competition.

Mercury's haul was the Culme-Seymour Cup for snap shooting at 200 yards, the Willis Trophy for Service rifle over 300 yards, and the Portsmouth Gun as overall champions.

R.A.F. outplayed at Tidworth

A very successful Royal Navy polo week-end was held at Taunton on June 7 and 8. For the first time the event was sponsored by Pedro Domecq Sherry.

The weather, in spite of hovering storms, provided almost ideal polo conditions. Teams from Taunton, the Royal Navy, Tidworth, Millfield School, plus one led by Anthony Nelson from Rhinefield, took part.

Saturday opened with Taunton Vale beating Tidworth by 4½-2.

In the second match Goldenhayes (Nelson) beat the Mariners and in the third match a Navy / Taunton team at -3 played an ostensibly -7 Millfield team. Millfield won

POLO

(4½-3) what was the best game of the day.

On Sunday, Taunton played the Royal Navy for the Kemble Salver. After a good game notable for its close marking by both sides, Fred Withers and a shortage of R.N. ponies gave Taunton a convincing win 6-3½.

R.N. v. R.A.F.

The Royal Navy scored a resounding win over the Royal Air Force in the first round of the Inter-Regimental at Tidworth on June 13. The Air Force, having had little chance to practice, were dominated throughout.

FILMS FOR THE FLEET

STAR TREK GOES TO SEA

The starship Enterprise goes to sea this month: the box office blockbuster "Star Trek" has been released to the Fleet by the Royal Naval Film Corporation.

Capt. Kirk, Mr. Spock and Scottie return to the bridge of their old ship to save the world from a mysterious alien incursion. Age has not withered them, merely added a few lines and grey hairs since their five-year mission to explore new worlds back in the Sixties.

Stunning special effects steal much of the action — as does a hairless helmswoman, the greatest walking argument yet for the slogan "bald is beautiful".

Here is the full list of films released this month:

Breaking Away (A) — Dennis Christopher, Dennis Quaid. Comedy about a young bicycle rider who dreams of becoming an Italian champion racer, even though he lives in Indiana. 20th Century Fox. No. 729.

Our man in Havana

Cuba (AA) — Sean Connery, Brooke Adams. The dying days of the Batista régime in Cuba, and a mercenary Connery arrives at the eleventh hour to advise the dictator's army on counter-insurgency. But amid Havana's corruption and political bankruptcy, Castro's success is inevitable. Perhaps Batista should have sent for 007. United Artists. No. 730.

Starting Over (AA) — Burt Reynolds, Jill Clayburgh, Candice Bergen. Yet another demolition job on the American ideal of marital bliss. Reynolds



British beauty Lesley-Anne Down who stars in the Second World War romance "Hanover Street" set in bomb-blasted London. Currently on the Fleet circuit, the film co-stars Alec McCowen, Richard Masur and Michael Sacks.

takes what is a lunatic step to us mere mortals — he walks out on lovely Candice. What follows is an amusing satire on Stateside marriage and separation. CIC. No. 731.

Star Trek (U) — William Shatner, Leonard Nimoy. CIC. No. 732.

Silver Dream Racer (AA) — David Essex, Beau Bridges, Cristina Raines. Another wheels-of-fortune story. This time the subject is motor-cycle racing, with David Essex as a poor boy struggling to beat the best on the international circuits. Rank. No. 733.

Sunburn (A) — Farrah Fawcett, Art Carney, Joan Collins, Charles Grodin. Plenty of rough-and-tumble in this romantic adventure about an insurance investigator who uncovers a blackmail plot while probing a death-crash. Most of the action takes place in sunny Acapulco. Hemdale. No. 734.

The Cat and the Canary (AA) — Edward Fox, Honor Blackman, Michael Callan. Remake of a classic thriller, in which the surviving relatives of a wily old man gather in his country house for the reading of his will. Terror awaits them. Crawford Films. No. 735.

KEY ROLE FOR MISS DOLPHIN

One of the first tasks for newly-enthroned Miss Dolphin (LWren Jean Thomas) was to hand over the keys of adventure. Jean is pictured here by CPO Ben Cartwright after winning the title, and £75, in a contest with seven other girls at the base's Atlantis Club.

In our other picture she is handing over the keys of a new minibus acquired through Dolphin's welfare fund. Taking charge of the vehicle is the establishment's executive officer, Cdr. David Wardle.

The bus, most of the cost of which was borne by the Nuffield Trust, will be used for recreational and social activities. It made



its maiden journey on June 19 when junior ratings travelled to Cornwall for an adventure training week-end.



Nelson series for TV

A major four-part television drama on the life of Nelson is being undertaken by ATV.

Filming of "Nelson — Recollections of a Hero's Life" begins this summer and stars Kenneth Colley in the title role with Anna Massey as Lady Nelson and Geraldine James as Emma, Lady Hamilton.

The series, written by Hugh Whitemore, highlights in separate one-hour plays, aspects of Nelson's character from the viewpoint of four people close to him. The episodes are entitled "Love," "Passion," "Duty" and "Battle."

H.M.S. VICTORY

Locations will include Portsmouth, where the Royal Navy has given permission for filming to take place on board H.M.S. Victory between August 4 and 8 inclusive. Other scenes will be shot at Thirlmere in the Lake District and Caserta, near Naples. Completion date for the series is mid-November and transmission is tentatively planned for early next year.

Price rise by S.K.C.

Prices of Services Kinema Corporation seats rose by about 10 per cent from June 29 due to higher costs.

Only two Navy shore establishments will be affected — H.M.S. Raleigh and H.M.S. Pembroke, which use 35 mm film. H.M. ships and other establishments use 16 mm film and are not governed by S.K.C. budget.

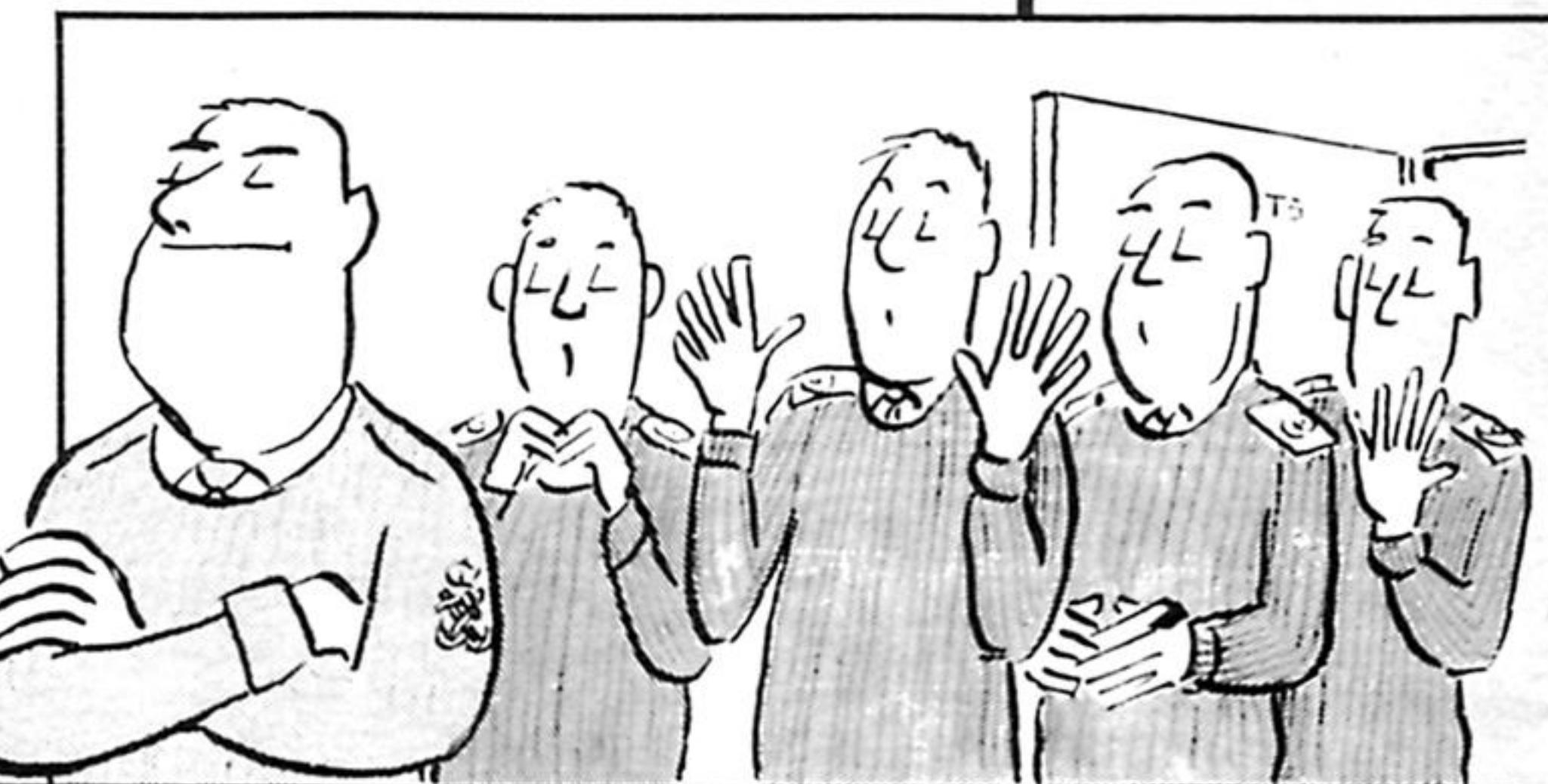
Train blaze commendation

Surgeon Lieut.-Cdr. George McMillan, medical officer-in-charge of the Medical Research Unit at Devonport, has received a Commendation of the Society for the Preservation of Life from Fire.

He helped to get passengers out of a blazing sleeper train in July, 1978, and gave medical care at the trackside to blaze victims before he was taken to hospital for treatment for his own injuries. Eleven lives were lost in the fire.

DRAFTY'S CORNER

Bit of bullet biting should do the trick!



"He is outstanding among his peers . . ."

Recruiting of WEMs is buoyant at present and we can expect a relatively large number of ex-Part III's to enter the Fleet shortly. However, to get them to sea will mean shorter sea drafts, extra turbulence and more on-the-job training before the benefits can be realised.

The difficulties that this causes for seagoers are fully appreciated, but to give the new WEMs a fair start to their careers we must all bite on the bullet and do what we can to help them on their way.

Remember, the ex-Part III of today is the leading hand and petty officer of the future.

Sea Service for 3rd Class Arts/Mns

There is a large increase in the number of WD Apprentices and Mechanicians completing course, and this presents us with difficulties in getting these newly qualified men to sea. The established programme for them on completing course is a draft to H.M.S. Royal Arthur for the Petty Officers' Leadership Course, and then on to a Fleet Maintenance Group to await sea service, making a total delay from completion of course of 12 to 14 months before sea service.

At the same time, the WE Drafting Section is applying Reduced Manning Standards by gapping POWEM(O)s and diluting LWEM(O) billets at sea. The opportunity presents itself therefore to fill these billets in the future with 3rd Class Arts/Mechs.

This will enable us to draft these men to sea without delay to consolidate their training and to improve the sea shore ratio of two categories currently in shortage. Implementation of this policy is due to start in mid-1980.

Waiting for courses

Mechanic candidates are reminded that they have two years from selection date to obtain NAMET 3-3 or be removed from the Mechanician roster. Waiting time for course is currently 15-16 months and reducing.

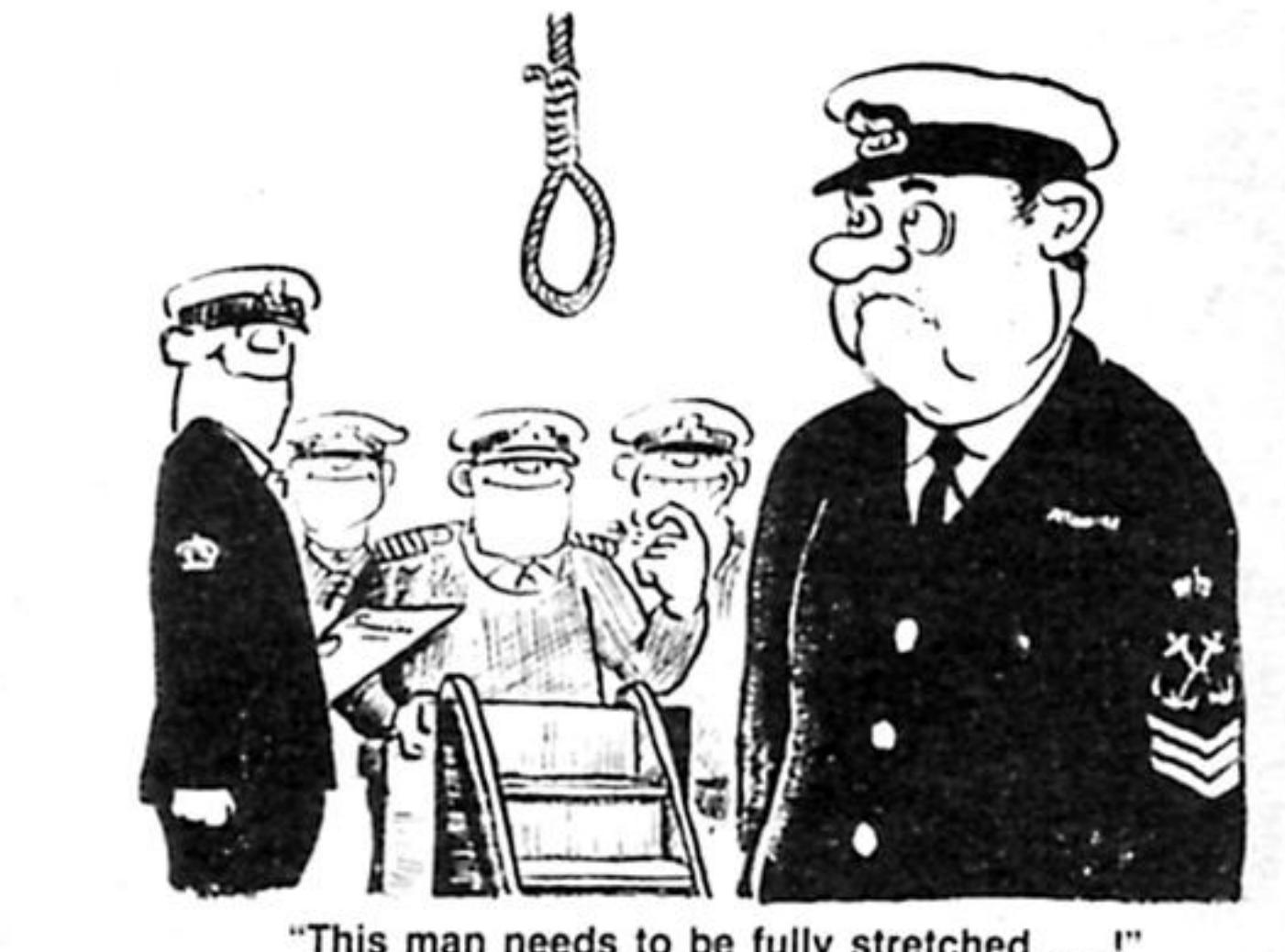
Waiting time for LWEM(R) Career course is also reducing and will soon be down to 12 months now that extra course places have been made available in H.M.S. Collingwood.

The dust is beginning to settle on Engineering Branch Development and we are getting MEs and WEs into their correct billets. Applications for transfers



"She sometimes has lapses on the parade ground . . ."

More howlers extracted from the comments made in filling forms S264C, the annual reports on R.N. and W.R.N.S. ratings received by Drafty. Visual interpretations by Smiles . . .



"This man needs to be fully stretched . . ."

between (O) and (L) may still be made under the terms of BR 1066 Article 0311.1b.

Many POWEM(O) billets encompass equipments requiring electronics knowledge (e.g., internal comms) and so far the ex-POCELS have taken the brunt of these. Cross training of ex-POOELS has now been agreed and will be in the form of a PJT enabling course.

There are relatively few foreign accompanied jobs and, believe it or not, we sometimes run out of volunteers to go, especially on the radio side. If you would like a foreign, volunteer on a C240. It looks as if the Gibraltar / Spanish border will soon be open, so how about a job with the refit group?

Chief Arts/MNs

There is still a big shortage of men going through for chief, and the reasons are well known. Many 1st Class rates are having to fill the billets in the local acting rate and thereby getting all the disadvantages of holding down the job without the perk of possible selection for warrant officer. The first of the new style chiefs' courses started last month and the next is planned for October. The current policy is to draft men

to these courses between drafts.

The Fleet Digital Systems Support Team based on Portsmouth has now been expanded to encompass software and the initial team members are on course at the contractors. Any WEA/MNs with an interest in software who would like to join the team in the future are invited to submit a C240.

Extended Service

Applications for extended service are still being accepted in H.M.S. Centurion and there are billets available in most areas except Devonport, where regrettably there are more Active Service natives than billets available. Applications from men with skills which are in shortage like Ordnance, are particularly welcomed. Indeed there is now a regular flow of such men obtaining extensions of time for one, or in some cases, two years on Active Service.

For the past 2½ years, Cdr W. A. Harris has steered the WE drafting section through very difficult times, not only having to cope with severe shortages but EBD as well. He left on July 4 to take up his new appointment, turning over as WE Drafting Commander to Cdr. D. N. Farr.

Admirable visit for Crichton

"Excellent" was the verdict on H.M.S. Crichton's week-long visit to the 14th Century Belgian city of Brugge, reached by canal from Zeebrugge.

Receptions were held for and by the ship, although an open day was marred by poor weather. A children's party was held on board, the ship's soccer team drew with local opposition, and groups from the ship visited Brussels, Ghent, Ostende and Knokke.

On Fishery Protection business, the Crichton steamed 6,000 miles and boarded more than 30 vessels in the month before her visit to Brugge.

RECRUITING FIGURES UP

Royal Navy recruiting for the financial year 1979-80 was 26 per cent. up on the previous year, with recruitment of male officers increasing by 22 per cent. and recruitment of Servicemen by 30 per cent.

Recruitment of Servicemen was the highest for the last four years, but there were still difficulties in recruiting sufficient artificer apprentices and

Operations branch (Seaman and Communications) ratings. "For both officers and ratings the overall situation was enhanced by a considerable number of trained personnel re-entering," says a statement with the latest statistics.

TOTAL OUTFLOW

Total outflow of officers for 1979-80 was about the same as

the previous year. Outflow of Servicemen in the January-March quarter was lower than in 1979 and for the year was six per cent. less than in 1978-79. Applications from officers for premature release and notice giving by ratings have decreased significantly and this will start to be reflected in the outflow from late 1980 onwards.

Putting a new slant on Navy Days!

A different slant on Chatham Navy Days from this Sea King taking part in the helicopter display. The assembly of ships and aircraft included H.M. ships Amazon and Arrow, and a demonstration by a Sea Harrier. Estimated attendance during the two days was 70,000.



NAVY DAYS SOUVENIR T-Shirts & Sweat Shirts

Depicting ships and aircraft on show during Navy Days. Beautifully printed in Oxford Blue and red on white garments

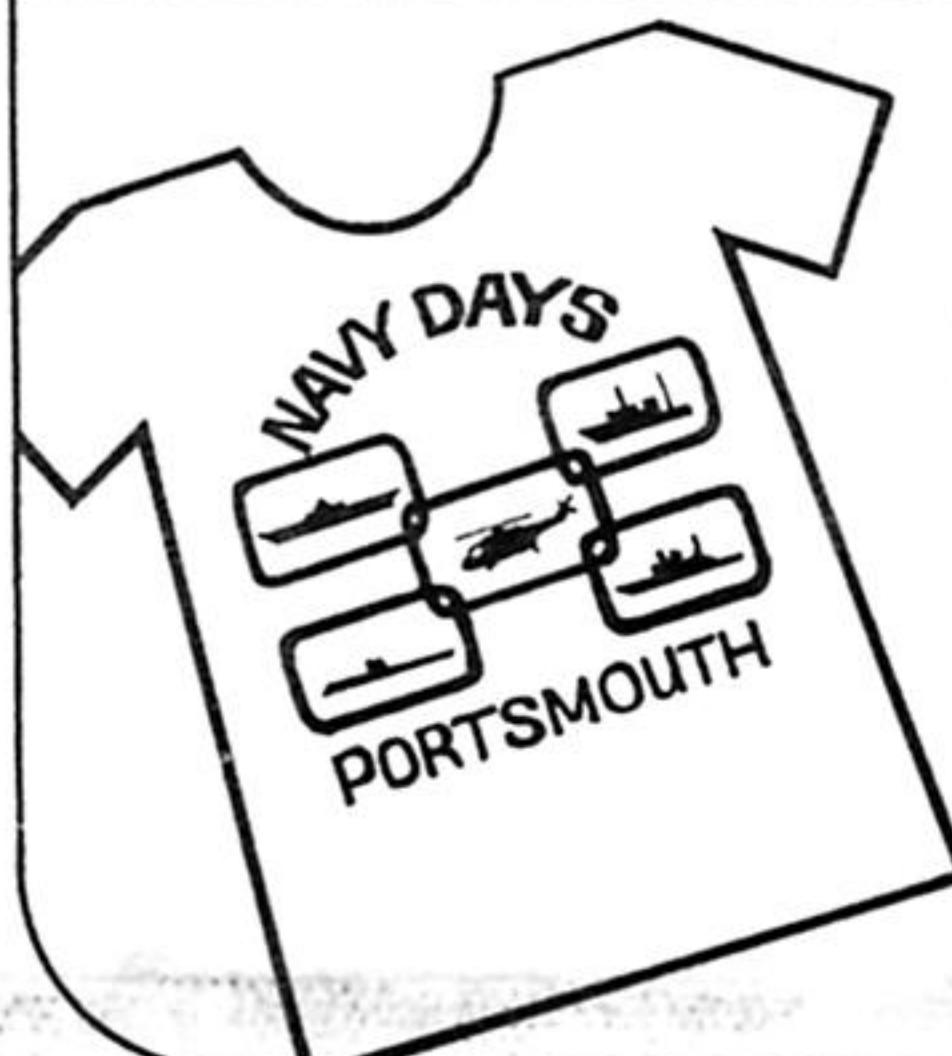
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RE-ARMED ARGONAUT LEADS SEVENTH

H.M.S. Argonaut, leader of the Seventh Frigate Squadron, has emerged from her long refit with a radically changed appearance.

The 4.5in. guns with which she was originally equipped as a "Batch 2" Leander in the 1960s have been replaced by the Exocet long-range anti-ship missile system — armament which is complemented by Seacat missiles, torpedoes, and a Lynx helicopter.

Her update to the latest specifications also included the fitting of a sophisticated computer to process sensor information.

The Argonaut was launched on February 8, 1966 at Hawthorn Leslie's shipyard at Hebburn-on-Tyne, completed as a standard Leander frigate and commissioned in September 1967.

Training

Her re-commissioning on March 22, 1980, after her long refit, was conducted in the new refit complex at Devonport. After sea trials, she sailed in mid-June for Basic Operational Sea Training at Portland.

The Argonaut has a ship's company of 214, which includes the Chinese laundry team and canteen staff. She is commanded by Capt. Charles Baker, who is also Captain (F) Seventh Frigate Squadron.

Anglo-French stock

The present H.M.S. Argonaut is the fourth ship in the Royal Navy to bear the name, although she could perhaps be counted as the sixth. During the French Wars a further two Argonauts were captured, although they were never commissioned into the Navy.

The first Argonaut was a French 54-gun ship of the line, Jason, captured off Puerto Rico on April 19, 1782 by a British Squadron under Rear-Admiral Sir Samuel Hood.

During the French Revolutionary and Napoleonic Wars (1793–1815) she served initially on the North American station, capturing the French sloop

Esperance off Newfoundland in 1795. In the latter stages of the war she was used as a hospital ship in the Medway before being broken up in 1831.

The second Argonaut, a Diadem class light cruiser built by Fairfields of Govan, was commissioned in 1900 for service in the Far East until 1904. She joined the Ninth Cruiser Squadron in August 1914, patrolling the Western Approaches, was finally paid off in 1919 and broken up a year later.

DIDO CLASS

A Dido-class anti-aircraft cruiser, launched from Cammell Lairds in September, 1941 and commissioned in August 1942, was the third ship of the name.

During the Second World War she served on Russian Convoy duty, followed by a spell in the Mediterranean, when she supported the Allied landings in North Africa.

She assisted in the total destruction of an Axis convoy off Corsica in December 1942, but two months later was badly damaged in an airborne torpedo attack. Repairs were carried out in the United States and she returned to the U.K. for a brief refit before joining the Normandy Invasion in June 1944, providing bombardment support.

SHANGHAI

She then helped to cover the re-occupation of the Greek Islands until deployed to the Indian Ocean to join the re-formed British Pacific Fleet. During the following seven months she was to provide

support to U.S. carrier strikes in Sumatra, the assault on Okinawa and to the Allied occupation of Shanghai. In 1946 she returned home, was paid off into reserve, and was scrapped in 1955.

Battle honours: Arctic 1942; North Africa 1942; Mediterranean 1942; Normandy 1944; South France 1944; Aegean 1944; Okinawa 1945.

Facts and figures

Displacement: 3,200 tons full load. Length: 372ft. Beam: 41ft. Draught: 18.5ft. Aircraft: One Lynx Mk. 2. Armament: 4 MM 38 Exocet and three quadruple Sea Cat missile launchers; two 40mm guns; two triple Mk. 32 anti-submarine torpedo tubes. Propulsion: Two double reduction geared turbines; two shafts; 30,000 shp.



JASON'S MEN

The badge is derived from Greek mythology. The Argonauts were Greek heroes — sailors in the Argo who went in search of the Golden Fleece under the command of Jason.



PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each (minimum order 60p) inc. postage and packing (£1.20 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

Only postcards of ships listed here are available.

Abdiel (1968); Abdiel (1980); Achernar, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antur, Apollo (minelayer), Apollo (Leander class), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Aurora, Avenger, Baccchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsway (Destroyer), Broadsway (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carystus, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Coruña (mod), Coruña (pre-mod), Courageous, Coventry, Cum-berland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus.



TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character. They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

And they must know how to spot the promising recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of over 60 Careers Information Offices. As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

No 'honours' for Glasgow at Trinco

Not surprisingly, H.M.S. Glasgow's battle honours (May issue) did not include Trincomalee 1947.

H.M.S. Norfolk arrived at Trinco in August to relieve the Glasgow, which was due to leave for home at 0900 next day. During the night "Glasgow" came aboard us (a sort of "dorm" raid) and battles took place all over the upper deck.

Prisoners were taken and released after identifying themselves, but one tall bearded man in swimming trunks would only say that he was an engine-room artificer.

AGITATED

As the night wore on he became more and more agitated, but the Commander refused to see him before "defaulters" at 0845.

The Glasgow's boats and ladders were hoisted, her slip-ropes rove, and the prisoner was now all of a twitter. The Commander kept him until last and then said, "Who are you?"

Came the reply, "I am Glasgow's senior engineer."

IN TIME

He was whipped down into a boat and returned to his ship just in time.

Regarding the sinking of the Scharnhorst, although H.M.S. Jamaica's torpedoes probably did put the finishing touches to the job, the destroyers scored about another six hits on the German ship, so that they got the last poke, and not the Jamaica. — Peter Woodhouse, Plymouth.

That's some action!

Seeing the article about H.M.S. Excellent (June issue) reminded me of 1943, when I took parties of Merchant Navy crews from Southampton Docks to Whale Island for gunnery instructions.

At the head of the bridge on to the island is a model of the ship Queen Charlotte, which I saw being painted by a young sailor. He told me that being fed up with civvy life in London he joined the Royal Navy to see some action.

Upon asking what he did in civvy street he replied with a long face, "a house painter." Good old Drafty. — L. C. Bowman, Newmarket, Suffolk.

Not allowed on board

Visiting a foreign port while on holiday I was happy to see there a Royal Navy ship, but on mounting the gangway I was not allowed on board.

As a pensioner sick berth petty officer I asked if I could speak to someone from the sick bay, but I was told that "they didn't know where they were."

Has the attitude of H.M. ships to visitors changed? — F. T. G. Johnson, Port Talbot.

Ex-Barfoil broken up

You may be interested to learn that the ex-Barfoil was finally broken up at Singapore last year. As H.M.S. Barfoil, she was employed overhauling moorings at Gan, Masirah and Mombasa, her last trip being in April 1971.

She was acquired by Selco Salvage and renamed Vanguard. Her last task was as "prop" during the filming of a "Hawai Five-O" episode, "The Year of the Horse."

Anyone wanting her ship's crest may contact me. — A. D. Halls (ex-ch.mech.), 171F Cyprus Road, Naval Base, Sembawang, Singapore 2775.

(From Rear-Admiral D. W. Haslam, Hydrographer of the Navy)

I am trying to trace all those who served in H.M.S. White Bear when she operated as a surveying ship between June 1944 and December 1946.

Originally built at Leith in 1907 as the luxury yacht Iolanda, this 300-foot vessel was sold to the Admiralty for five Canadian dollars by an American lady — Mrs Chase, of Chase National Bank. The ship was used on submarine escort work off western Scotland before being converted in Cardiff for hydrographic survey work.

Fitted with surveying boats and a complete chart-production unit, the White Bear worked her

In search of White Bears!

way down the Burma coast from Chittagong to Rangoon, with detached survey teams surveying beaches and their approaches in advance of various landings.

She remained in Malaysian waters until mid-1946 and then returned to be paid off in Chatham at the end of 1946. — D. W. Haslam, Ministry of Defence, Old War Office Building, Whitehall, London SW1A 2EU.

'Derry's stern adrift

I read with much interest your reference to the first H.M.S. Londonderry (April issue), this being my first ship as a hostilities-only telegraphist.

The stern section, although badly damaged, stayed attached for three days, and on coming adrift was sunk by the only escort's guns. I believe the ship was H.M.S. Hastings, which took us in tow until the arrival of a fleet tug from Greenock.

The Londonderry was towed to Londonderry, and was eventually towed to Devonport. — R. F. Harris, Stow-on-the-Wold, Glos.

LETTERS TO THE EDITOR

Nothing new on warrants and shirts

I would be grateful for any further information available on three matters dealt with in the presentation by the Second Sea Lord's Personnel Liaison Team earlier this year:

Basic warrants — The possibility of two extra basic warrants a year was mentioned. Is this now likely to happen?

Plymouth-Portsmouth travel — Is the separation distance qualification to be reduced to 170 miles and, if so, when?

Senior rates shirts — It was stated that badges of rank might be worn on epaulettes and that a new-style shirt, with epaulettes and breast pocket, might be brought in. As I am in need of shirts and would like to purchase the new style, is there any information please?

I am sure that an update on these matters would benefit others too. — L. Yeoman, POMA, R.N. Hospital, Gosport.

With introduction this month of the Forces Railcard, the question of extra basic warrants has been put into abeyance until the impact of the Railcard scheme can be assessed, we are told.

On qualifying distance for separation allowance, this year's AFPRB report did not propose any reduction. But it did say it was hoped that management "would exercise discretion where particular hardships occur." This is being interpreted as advocating administrative action in special circumstances. "We are working on it," is the message from MOD.

On the third point raised, the new senior rates' shirts are still under trial and will not be introduced for some time, we are told — Editor.

Wrens get less!

In reply to MEM(M) S. J. Wills (June issue), if he left the bilges long enough to pick up a copy of the Naval Pay Regulations (BR1950) he would then realize that we Wrens receive less money than our male counterparts.

With regard to "driving brand new cars," if the average matelet spent less money on wine, women and song, they too could be driving brand new cars. — Sue and Jan, H.M.S. President.

Motor-cycle club, R.N.

Reference your article about motor-cycle safety (May issue). H.M.S. Vernon does indeed share maintenance facilities with H.M.S. Nelson, but they do not run a club just for their ship's company.

The club you refer to is the Royal Navy Portsmouth Motor-Cycle Club, which is open to members of the Royal Navy and Royal Marines in ships and establishments in the Portsmouth area. Each establishment has a representative on the committee.

The aim of the club is the furtherance of motor-cycling safety in the Service, and there are courses, rallies, social evenings, and so on — K. B. Clarke (master-at-arms), Vice-Chairman R.N.P.M.C.C., H.M.S. Vernon.

Hit hard by divorce laws

There are ratings of all ranks suffering a similar financial fate to myself as a result of the interpretation by the courts of the present divorce laws.

Since I have been divorced, and have to pay maintenance to my ex-wife, I am left with virtually none of my own pay packet to support myself or to lead a new life.

I have discovered a group which is campaigning for a change in the law, and feel this may be of help to other men in my position.

The group is "Campaign for Justice in Divorce," the membership secretary being Mrs. E. Moffatt, Coombe House, Butler's Cross, nr Aylesbury, Bucks. The campaign is supported by several M.P.s, headed by Mr. Leo Abse, — Milked, Dartmouth.

Who is the artist?

Would any of your readers be able to help me? I am trying to obtain a print of a picture entitled "The King's Royal Mounted Naval Horse," and I would also like to know the name of the artist. — Mrs P. Lee, Consett, Co. Durham.

ASSISTANCE TO AUTHORS

John F. Williams, 395 Lytham Road, Blackpool FY4 1EB, requesting for a book on the work of the Algerine-class of minesweepers, 1942-1945, would be grateful for stories, pictures, etc., from readers.



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JACK

SATURDAY NIGHT AT SEA!
MILES AND MILES OF OCEAN
AN' NOT A SKIRT IN SIGHT!
MIGHT AS WELL BE A RUDDY
TRAPPIST MONK!!



by TUGG

Weighing □ fantasy

The painting "Weighing by Hand," by Capt. Phillip Dunn, R.N. (ret'd.) (May issue) is a fantasy of the true evolution.

It would be next to impossible to weigh with the "whelps" shipped. These would be unshipped so that the cable links could engage the sprockets or snugs on the capstan barrel so as to obtain a grip.

Also, serving in the R.N. 1912-1948 I cannot recall such a nondescript of uniforms on a ship's fo'c'sle as depicted by Capt. Dunn.

However, it was quite a relief to see the capstan pawls down and in the correct position, and the "swifter" passed correctly. — A. W. Rogers (senior commissioned bosn, ret'd.), Ipswich.

An old ode to green ships—

The recent correspondence about "green ships" reminded me of when this colourful variation was briefly introduced in the latter half of the 1940s — and in one of my old cutting-books I see I marked the occasion in my inimitable poetical style.

When I wrote the following saga for that revered but long-departed magazine called "The Fleet," it was naturally assumed that the green motif had come to stay — hence my wording, but the fashion seemed to fade out as fast as it came in.

I myself never saw a green ship — much less one of J. Morris's "duck-egg blue" confections!

THE OLD GREEN COAT

Our warships wearing coats of guileless green?
What can this grudging change of colour mean?
What gay, symbolic message lies behind it —
This "New Look," as already they've defined it?
Can there be any justice in the gibe
Expressed in print by some facetious scribe,
That this new tint was purposely selected
To match the looks of those who are affected
By mal de mer, the matelot's age-old scourge?
At all events, the troops will chant no dirge
Upon the passing of the Pusser's grey
If green presents a less laborious way
Of keeping our depleted Navy smart . . .
Admittedly it means we must depart
From fifty years' unyielding grey tradition,
But colour does not change the disposition
Of those who take the vessels into action —
Green ships or grey, they'll still give satisfaction . . .
So if it means less painting in the boats,
Despite tradition — give us our green coats!

Bernard Campion, Plymouth

Double quick paint job!

Regarding "pea green boats," I well remember the arrival of H.M.S. Euryalus to join the Mediterranean Fleet in 1948.

At that time I was serving in H.M.S. Triumph, flagship of the Vice-Admiral Mediterranean (Vice-Admiral Sir Thomas Troubridge). If memory serves, after the Euryalus had secured to her buoys in Bighi Bay, Malta, she received a signal from the Commander-in-Chief (Admiral Sir Algernon Willis), who had been watching the manoeuvre from Lascaris, to the effect that no shore leave was to be granted until "paint ship" had been completed.

I don't think any warship of similar size has ever been repainted so rapidly!

It was a coincidence that my last seagoing appointment was to the present Euryalus, which I joined in 1968 in Singapore, living aboard the Triumph (by that time converted to a heavy repair ship) for the few days of turn-over and the return of my predecessor to the U.K. — R. J. Record (Commander R.N. ret'd.), Worthing, West Sussex.

Barham Block, HMS Nelson, Portsmouth PO1 3HH

It's back to the old square rig!

... lanyard 'spoils' the new style

Having found the new-style uniform a little hard to accept, I agree with one badger friend that it is a lot more comfortable and convenient to put on. So I am amazed, along with many other ratings no doubt, to find that it is to be altered to accommodate tapes and a lanyard.

STILL TIME TO RE-THINK

Now the lanyard looks terrible, I think, having just seen divisions on board after the conversion. Could I suggest, while there is still time to re-think perhaps, that the old-style uniform be modified — at less expense to the taxpayer — to take the new detachable collar. This would modernise the traditional uniform rather than demote the new style. — Hookey, H.M.S. Intrepid.

Rookies' □ tribute

My late father, ex-CPO W. H. Cooper, in August, 1943, had presented to him a silver cigarette case by the "rookies" of 40 Mess, Foretop, H.M.S. Raleigh, a letter of appreciation being signed by Allan G. Robinson.

I am proud of the gift and the letter, and if any of the people of 40 Mess are still around I would be grateful if they would get in touch with me. — Mrs. T. E. Freeman, 2, Halifax Close, Breadsall Est., Derby, DE2 4GT.

Calling all □ Pluckys!

Being interested in the activities of H.M.S. Plucky, Algerine-class minesweeper in the months just prior and subsequent to the invasion of Europe, I am hoping to contact officers or ratings who served in her. — L. Howells, PO Box 13172, Christchurch, New Zealand.

Just plain old York!

No doubt many readers will have written correcting the error in the paragraph "Kent ex-Boxers Association" (June issue). It was not H.M.S. Duke of York sunk at Crete during the war, but H.M.S. York. — G. W. Humphrey (Fleet CPO), Regional Careers Headquarters, London.

Widgeon □ Cup

We have in our possession a silver cup, approximately 15in. high, with this inscription: "Widgeon Cup. Presented by the officers of H.M.S. Widgeon. Won by Mr. Waters' 'Prince,' 27 December, 1890." Has any reader any information about this trophy? — L. W. Underwood (ex-CPO, RNR), Seaton, E. Devon.

Mystery bowl search turns to Devonport

I suggest that the search for the Yokohama Bowl be switched to Devonport.

I was torpedo officer of the Dorsetshire and can confirm that we won the bowl in the last regatta.

Our first few months of the war took us half way round the world, and it was not until Dunkirk time that we arrived in Devonport to be "de-gaussed."

The silver was all landed, except for a beautiful table model of a soldier of the Dorsetshire Regiment, which had been presented to them. This was the only trophy to be seen regularly on the wardroom table.

Although I left the ship in June 1942 during a refit in Newcastle, I do not imagine that the new captain — Agar — would have taken back any of our silver trophies. So, look to Devonport vaults! — Geoffrey Carver (commander R.N. ret'd.), Farnham, Surrey.

• A letter from L. R. Cocker (senior commissioned gunner, ret'd.), of Brixham, Devon, also mentions Devonport and the refit at Newcastle.

• This mystery is longer-running than "The Mouse-trap," and unless a solution is forthcoming, our readers must by now have had their fill of the Yokohama Bowl.

Names to □ revive

I feel it would be great to revive the names of some former capital ships such as Formidable, Victorious, Majestic, Monarch, Venerable and Vanguard, perhaps for a follow-on class after the Type 42s.

A "Royals" class would make excellent names for the Type 22 Batch II class (hull 05 onwards), example being Prince of Wales, Queen Elizabeth, Duke of Edinburgh and Duke of York. — N. Hudson, Plymouth.

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A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).

An extended range of items bearing specially commissioned medallions cast in metal taken from H.M.S. ARK ROYAL and H.M.S. EAGLE are now available. The photograph shows 'ARK' items, the EAGLE items have a "Spread Eagle" medallion.



The now renowned Marine Artist Robert Taylor has added a magnificent full colour print of H.M.S. KELLY to his range of low cost naval prints; he painted the ship several times and the picture chosen for "H.M.S. KELLY" at £4.95, joins the "H.M.S. ARK ROYAL" print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p.

Robert Taylor's ship paintings are particularly striking and if you have an "ARK" print then the new "KELLY" print makes an excellent pair.



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New honour for Fastnet man

Lieut.-Cdr. Bob Hall is pictured here receiving another special award for his part in the rescue of six French sailors during last year's ill-fated Fastnet Race. He was skipper of the yacht Dasher, the Navy's entry in the race that claimed 15 lives.

Watched by his wife Joy he is being presented with an engraved decanter by the Duke of Norfolk, President of the Shipwrecked Fishermen and Mariners Royal Benevolent Society.

In atrocious weather and waves of up to

50ft., Dasher was manoeuvred for several hours under bare poles to stay close to the dismasted French yacht Maligawa III.

Dasher also succeeded in passing a tow and, when the Maligawa started to sink, in taking her six-man crew safely off their fast-drifting lifeboat.

Lieut.-Cdr. Hall's skilful handling of his large yacht under bare poles in very heavy seas has been acclaimed as an example of outstanding seamanship, and marked by awards from the French national yacht racing body, the

French lifeboat institution, and the R.N. Sailing Association.

Latest award, from the Shipwrecked Fishermen and Mariners, was presented at Trinity House.

At the time of the rescue, Lieut.-Cdr. Hall was a lieutenant. He was promoted in April.

Lieut.-Cdr. Hall has paid tribute to his Fastnet crew. He told Navy News that his awards had rather obscured the vital role they had played during the rescue. The crew consisted of six officers, including a Third Officer W.R.N.S., and five ratings.

Ice Station Leander!

Playing it cool on the Kola Run

Shadowing the Russians can be a chilling business, as H.M.S. Leander found in the Soviet Arctic exercise areas.

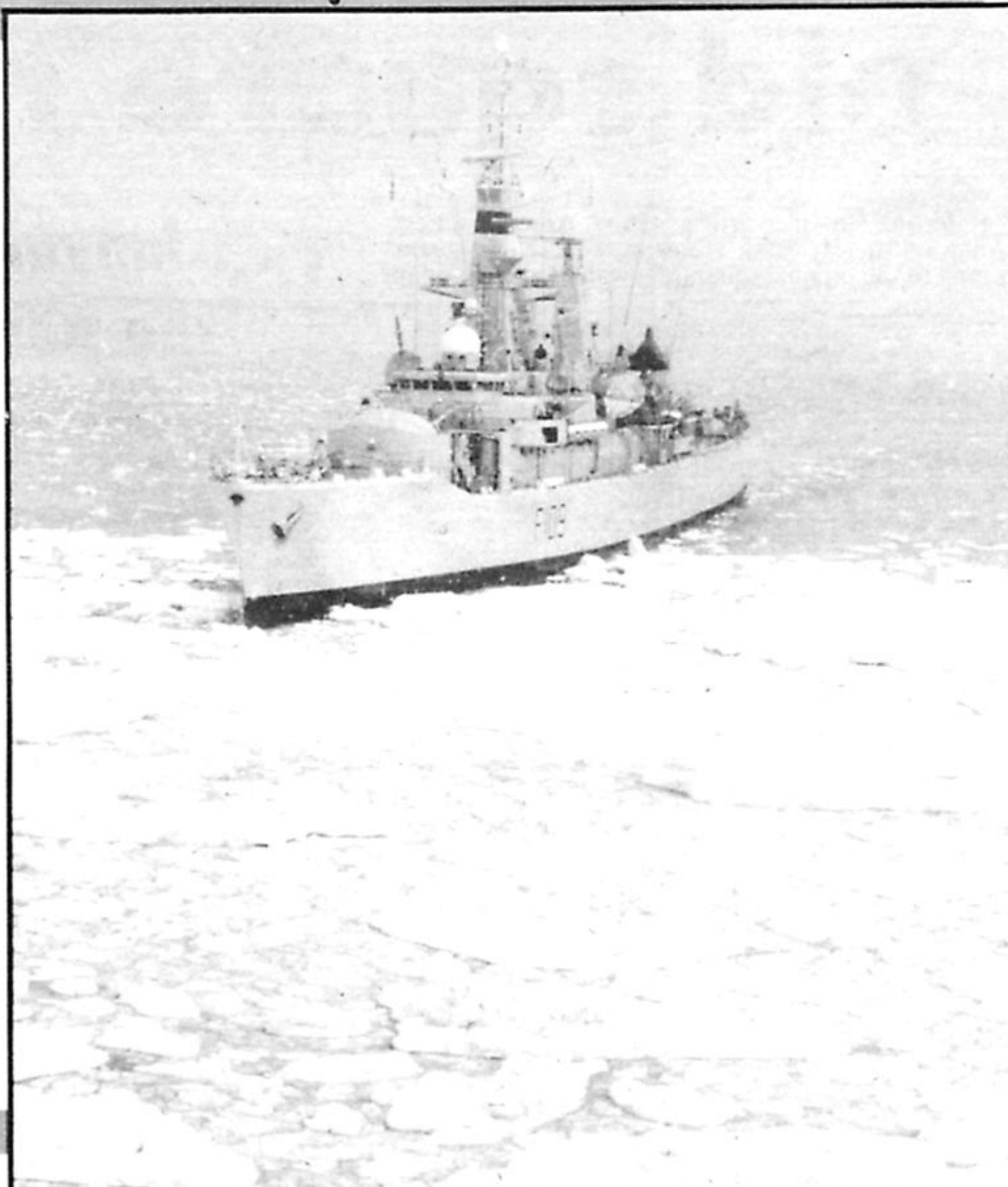
As the Russian carrier Kiev led her task force home the Leander was waiting for it amid the pack ice of the Kola Inlet, as our picture shows. Isolated from the NATO forces following the group, the frigate surveyed Soviet naval activity in the area.

The ship's company were determined to earn their "Blue Nose Certificate" in style: the Leander crossed the Arctic Circle four times on the four-week patrol, having to head back towards the Shetlands to land a casualty. He was safely transferred to an R.A.F. Sea King in wintry conditions.

May Day Fair

Supplied by the R.F.A.s Olmeda and Olwen, the ship went "East of Suez," finding ice instead of warmth for her May Day Fair which raised £179 for charity.

H.M.S. Leander has now returned to lower latitudes for a busy programme off Portland before refit in September.



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Scout units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address:

Royal Naval Flying Scholarship Officer,
Department of Naval Recruiting,
Old Admiralty Building,
Spring Gardens, Whitehall,
London SW1A 2BE.

ROYAL NAVY FLYING SCHOLARSHIPS

Skiing start for juniors

Springtime brought snowy exhilaration for five juniors from H.M.S. Heron's Cornwell Division who went to Aviemore in Scotland for a strenuous week of skiing.

First came some dry ski slope practice before the rough and tumble of the real thing.

But they were learning fast and, by the third day they were beginning to get the feel of the snow. When the fifth and final full day arrived even the beginners were starting to feel confident.

LEADER

The expedit. was organized by POPT Dick Mottishead, who also led the team and helped with tuition. Assisting him were PO(Phot) Tom Suddes and LWPT Sue Oldman.

Our picture, taken by PO Suddes, shows JCA Ford taking to the air at Aviemore. The four other juniors in the skiing expedit. were JNA Riley, JNAM McDonald, JNA Wright and JNAM Barker.



DIOMEDE'S 'FLOCK' FORMS UP



The "Little Ships" leave the White Cliffs of Dover behind them on their nostalgic voyage back to the beaches of Dunkirk.

Little Ships return to Dunkirk

H.M.S. Diomede and a colourful clutch of assorted light vessels would not have visited Dunkirk in May but for a casual remark made by a 13-year-old boy in 1964.

The boy was Graham Baxter whose father, Raymond, owned a boat which had been at Dunkirk in 1940. Graham's suggestion — "Why don't we take her back there next year, Dad?" — resulted in a letter to the Sunday Times asking if other veteran skippers were interested in making the same trip. The editor said he would "cover" the return if a dozen replies were received. He got 15, and the Association of Dunkirk Little Ships was in business!

On May 30, 34 of the original "little ships" returned to the scene of the historic 1940 evacuation of 338,226 British and Allied troops.

The armada bobbed out of

Ramsgate in two three-abreast columns, to be met off South Goodwin Sands by the Leander class frigate, H.M.S. Diomede, under the command of Capt. A. J. Dunn, Captain F2. After circling her flock, the Diomede took up position and guided her "consorts" across the Channel at about five knots.

4,000 VETERANS

The Diomede and her fleet of yachts, pleasure boats, tugs, barges and fishing smacks were visiting the French port between May 30 and June 2 to participate in the 40th anniversary remembrance activities attended by some 4,000 members of the Dunkirk Veterans' Association.

Although the limelight fell squarely on the little ships themselves, it was highly appropriate that the Navy was represented. It is sometimes not fully appreciated that 56 destroyers, of which 38 were British, were credited with lifting 102,843 soldiers back to Great Britain and safety. The remainder were, in the main, accounted for by 45 ferry boats used as troop transports, R.N. minesweepers, and French and Dutch boats. The whole rescue mission, codenamed "Operation Dynamo," was commanded by Vice-Admiral B. Ramsay, then Flag Officer, Dover.

WREATH LAID

Dunkirk's central square and principal avenue blossomed in a confusion of Union Jacks and Tricolours for the four days. Mayor of the French port, M. Claude Prouvoyeur, presented Captain Dunn with souvenirs of H.M.S. Diomede's 40th anniversary return and commemorative plaques to the skippers of the little ships.

Captain Dunn laid a wreath at the foot of Dunkirk's towering grey-brick war memorial, after which a party of the Diomede's company marched past among the thousands of veterans.

The little ships formed a circle off the Dunkirk beaches on Sunday afternoon, using the Diomede and an R.A.F. launch as markers. The youngest member of the Diomede's company, 16-year-old JMEM Dean Liversley, dropped a wreath over the side and an R.A.F. helicopter placed a second wreath on the water in the centre of the ring of little ships. Overhead flew the historic aircraft of the R.A.F. Battle of Britain Flight.

FAREWELL CHEER

As H.M.S. Diomede shepherded the little ships back to Ramsgate, the frigate's company lined her starboard side and, amid a colourful display of very lights, gave the veteran formation a resounding farewell cheer.

The frigate's concluding signal to C-in-C Fleet summarised the four-day event in one short sentence: "Dunkirk Little Ships safely home after most successful and deeply impressive forty-anniversary of Operation Dynamo."

APPOINTMENTS

Appointments announced recently include: Capt. P. Lucas, Chief of Staff to COMBERLANT, July 28 (as commodore).

Capt. J. P. Gunning, For loan service as Commander of Sultan of Oman's Navy, October 9 (As commodore).

Capt. D. F. C. Clayton, As CNJA, October 31.

Cdr. M. G. T. Harris, Cardiff in command, November 18.

Lieut.-Cdr. J. R. Jameson, Arethusa in command, September 2.

Lieut.-Cdr. P. J. Unwin, Guernsey December 9 and as commanding officer.

APPOINTED ADC

The following officers are appointed ADC to the Queen from July 7: Commodores J. R. Hill, G. D. Trist and J. C. Warop.

Captains M. A. George, D. A. P. O'Reilly, R. Wadman, N. J. S. Hunt, B. A. S. Irving, K. V. Hadow, J. P. Edwards, A. R. Ward, J. W. T. Walters and F. J. Edwards.

German Dracula saved men of Midlands

One of the "little ships" ploughing to and fro between ship and shore with troops in 1940 was, in fact, German!

Now owned by Lieut-Cdr. Brian Hill, who serves with No. 781 Squadron at Lee-on-Solent, Count Dracula is a 16-ton pinnace originally carried on board the German 27,600 ton battle cruiser, Hindenburg.

"When the Hindenburg scuttled herself at Scapa Flow in 1919," explained Lieut-Cdr. Hill, "some of her crew brought the pinnace to shore together with a sister vessel named the Marie Therese."

712 MEN

In May-June 1940, Dracula was owned by a Cdr. Ewart Brookes, who towed two 35-ton lifeboats across the Channel from Ramsgate. The pinnace ferried 702 men of the North Midland Division to vessels standing offshore, plus ten Belgians.

So it was that a German ship under British command helped save British lives under threat from the Germans!

Our picture (left) shows Lieut-Cdr. Hill and his wife, Tessa, aboard Count Dracula at Dunkirk.



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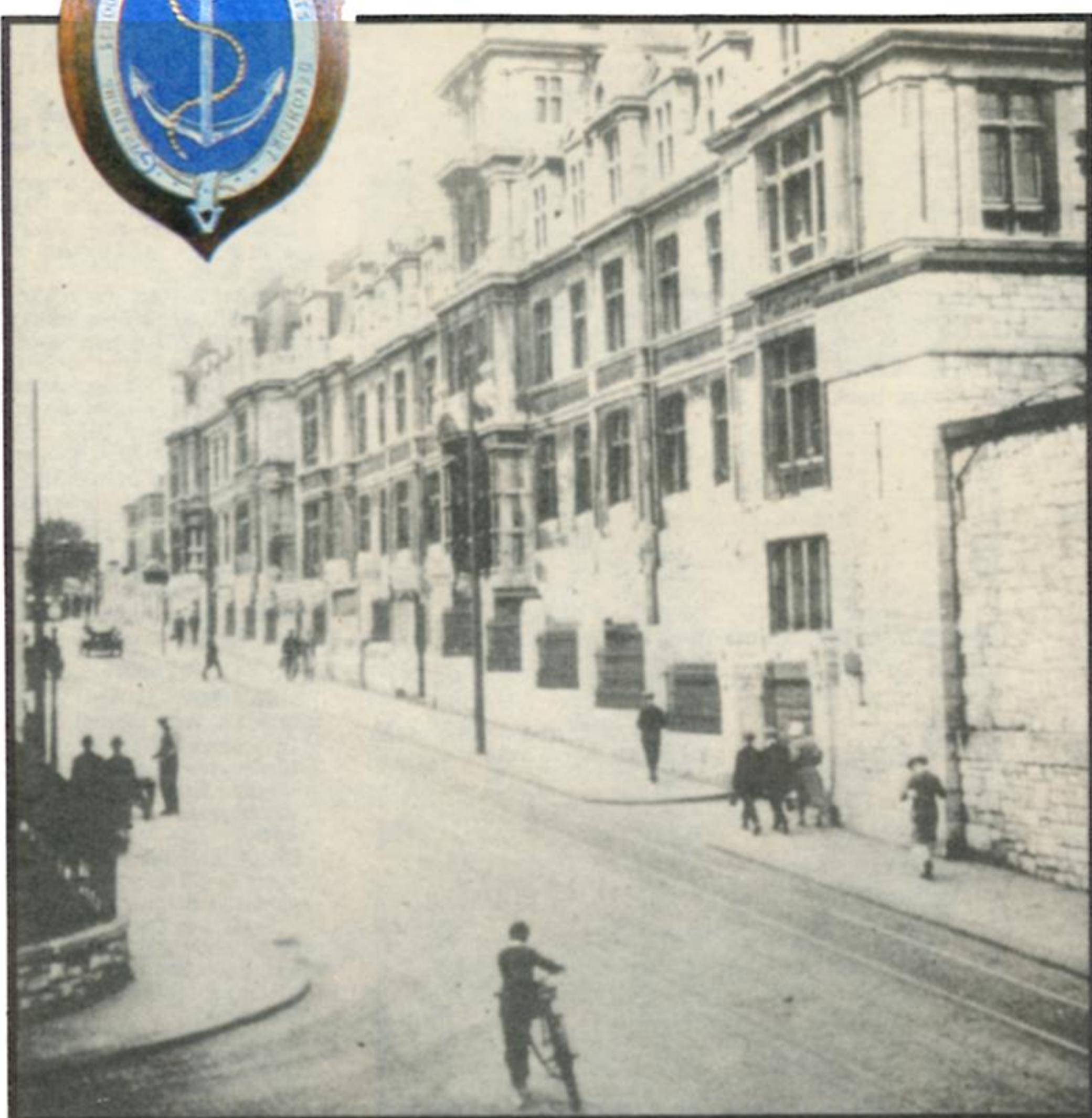
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From Keyham to Manadon — 100 years



The old college building at Keyham, Devonport.

Tuned to a fine degree

Find the officer in charge of the propulsion, weapon or communications system of a Royal Navy ship, sub. or aircraft and there is a good chance you will be talking to someone with a Manadon degree.

It is a qualification which has evolved over a century of engineering experience, and today reflects the changes taking place throughout the engineering industry as a whole.

The college for today's students is both naval establishment and academic university — H.M.S. Thunderer at Manadon. With a visit by Cdr. the Prince of Wales, Manadon has just celebrated the opening 100 years ago of a student engineers training school.

Although the first steamships in the Royal Navy came into service in the 1820s, it was not until 1843 that the first schools were set up in the Royal dockyards to teach engineering to dockyard apprentices and engineer boys.

H.M.S. Marlborough

By the 1870s it was decided that these engineer students should have permanent accommodation, and in 1878 a wooden battleship hulk, H.M.S. Marlborough, was allocated

at Portsmouth and a school constructed at Plymouth.

It is the centenary of the opening of this school in July, 1880, as Devonport Training School for Engineer Students, which is now being celebrated.

Soon the name was changed to the Royal Naval Engineering College, Keyham, a fine establishment still standing outside the Dockyard gates, which trained junior engineer officers for nearly 80 years. Its instruction blended scientific theory with good practical workshop experience.

Generations of the Royal Navy's engineer officers were produced by its four-year "Long Course," introduced in 1922 and lasting almost unchanged for nearly 30 years.

But space problems were compelling the Navy to look for another site and in 1938 the Admiralty bought the fine 100-acre estate around Manadon House, north of Plymouth.

Grand plans for the new college had to be shelved in 1940, but new huttet accommodation was quickly built there, followed by hangars, workshops and an instructional block, which by 1943 could train almost half the students.

H.M.S. Thunderer

In 1946 the two establishments together were given the name H.M.S. Thunderer, the joint command of a captain. This situation continued throughout the 1950s while the Manadon site was developed. Then in 1956 Admiral Mountbatten laid the foundation stone for the fine wardroom building, opened in 1959 by the Duke of Edinburgh on behalf of the Queen.

By 1962 more extensions to the building allowed the final move from Keyham.

Since that time the college has developed its teaching until now the initial three-year training period qualifies every student for a degree in naval engineering, as well as providing naval training.

The teaching programme includes lectures, laboratory classes, project and workshop work and individual and group tutorials, while the all-round education and development includes plenty of sporting and recreational activities.

Foreign officers

Besides R.N. students, officers from many countries come to study, both on the degree course and on post-graduate Application courses.

The Advanced Marine Engineering course, which prepares engineer officers for appointments associated with the design, development and procurement of marine engineering equipment for the Fleet, now qualifies students for the award of an MSc degree.



Above — a student measures the frequency response of a hydraulic servo-mechanism in the Control Engineering laboratory.

T-for two

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of training engineers for the Royal Navy

This aerial view of the Royal Naval Engineering College, Manadon, shows the imaginative layout of the wardroom and accommodation blocks. The Admiralty bought the 100-acre estate around Manadon House, north of Plymouth, in 1938. But the wardroom building was not started until 1956, and the final move from Keyham had to wait until more extensions had been completed in 1962.



These postal covers, produced to commemorate the centenary, can be ordered at 50p each from the Centenary Liaison Officer, with cheques / postal orders made out to Wardroom Mess Treasurer, RNEC. Each cover contains a printed card giving an outline of the college history and connection with H.M.S. Thunderer.



CENTENARY MARKED BY PRINCE'S VISIT

Each year the Queen's Sword is awarded at Manadon to the officer who has achieved best results in leadership and academic work during his degree course and the Manadon section of the Application course. In centenary year, Cdr. the Prince of Wales presented the sword to Lieut. Paul Bishop (see picture inset) during his visit

to the college in May. The Prince also inspected divisions.

After ceremonial divisions and the sword presentation, the Prince made an informal tour of the college, visiting the chapel, air engineering hangar, laboratories and workshops. He also tried his hand at the controls of an aircraft simulator in a wind tunnel.

Before lunch in the Manadon wardroom, the Prince unveiled a commemorative stone and was presented with a ship's bell cast in the college workshops. The bell will, however, remain at Manadon to mark the Prince's visit.

Pictures: PO(Phot) Mick Cunningham



H.M.S. Victory "Shop."



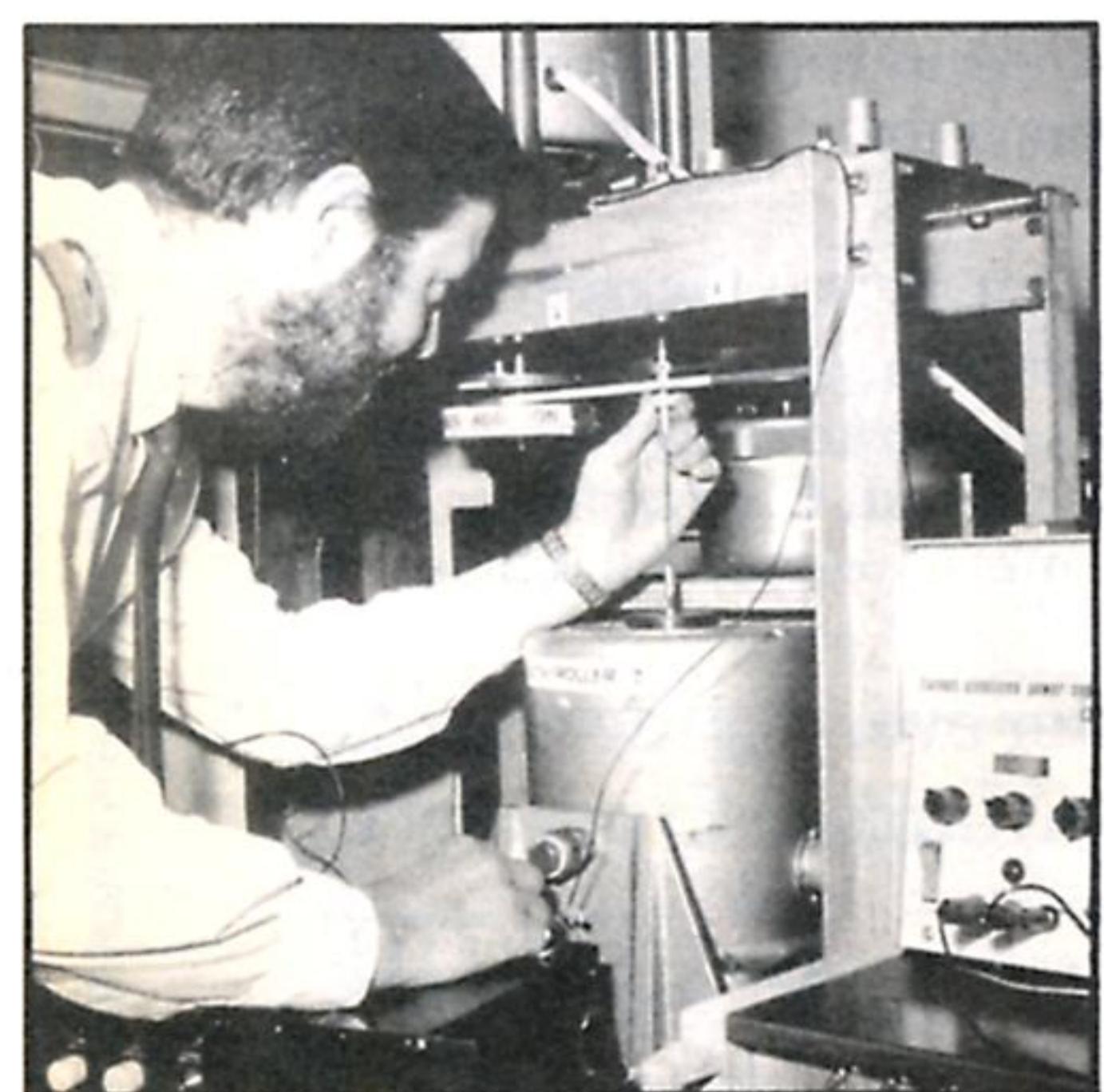
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Unique work in the laboratory

Left — Work in the vibration research laboratory at Manadon mainly concerns identification and control of ship vibrations. Unique methods have been developed by staff and Advanced Marine Engineering course students to determine the frequencies and types of vibration of complex marine structures, which are then controlled by techniques also developed at Manadon. Here a measuring device on vibration control apparatus is being adjusted.

Invincible to star in Navy Days



An historic moment is frozen on film as the pride of the Royal Navy meets the pride of the Fleet Air Arm for the first time. The occasion was the first Sea Harrier landing on H.M.S. Invincible on May 20. The aircraft, from 800 Naval Air Squadron based at R.N. air station Yeovilton, was piloted by Lieut.-Cdr. Robin Kent. Moments later the second Sea Harrier touched down and lifted off again, piloted by Lieut.-Cdr. Nigel Ward, commanding officer of 899 Squadron.

Picture: PO(Phot) T. J. Tierney

H.M.S. Invincible is to be the star of this year's Portsmouth Navy Days. The Navy's newest ship — and its biggest for a quarter of a century — is expected to draw record crowds over the holiday week-end, August 23 to 25.

Also scheduled for the three-day show are flying displays by the Sea Harrier jump-jet, which made its first landing on the carrier at sea on May 20.

Meanwhile, the Invincible was due to start preparations on July 4 for her commissioning in Portsmouth on July 11 in the presence of the Queen.

After the hangar ceremony and inspection of the Royal Guard, the Queen, who launched the Invincible in May, 1977, will tour the ship, returning to the hangar for the cake-cutting by the commanding officer's wife and the youngest rating.

Then she is expected to "walkabout" among ship's company members and their families, gathered in the hangar. After lunch on board, she will leave for civic engagements.

Commissioning cover

Orders for a commemorative commissioning cover to be issued by H.M.S. Invincible should be addressed to the Commemorative Cover Office, H.M.S. Invincible, BFPO Ships.

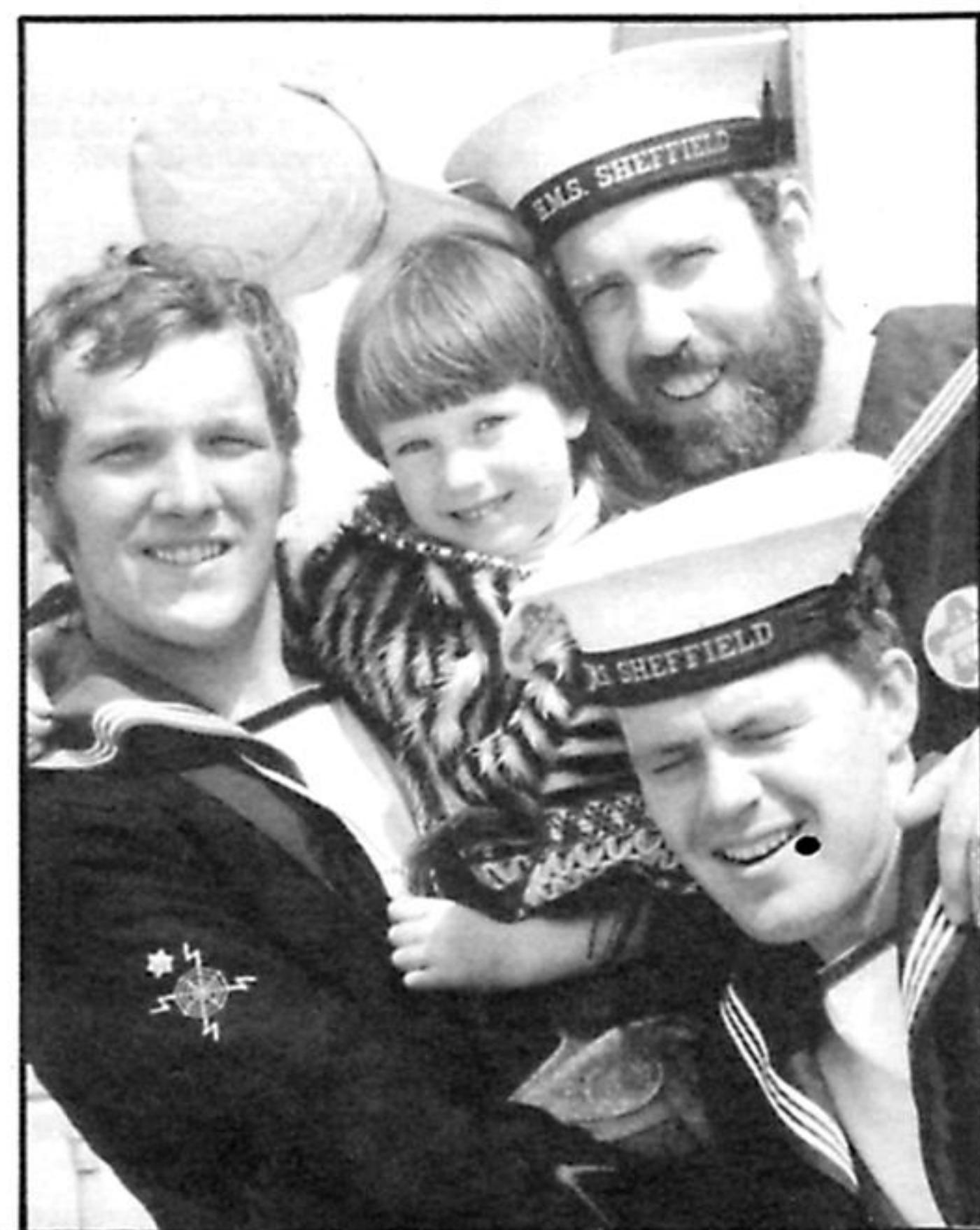
The covers cost 80p each, remittances payable to "Commemorative Cover Office, H.M.S. Invincible." An 8in. by 5in. stamped addressed envelope should be enclosed with each order.

The design to be incorporated in the cover is reproduced, top left.

Little Samantha Dunkley gets star treatment on board H.M.S. Sheffield from AB David Butchers (left), LREG Bob Beauchamp (above) and LPT Gordon McBride. Samantha was the youngest member of a party of 30 school children from the city of Sheffield who visited the guided missile destroyer in Portsmouth.

Their visit was the prize for a competition

SHEFFIELD'S GIRL!



organized by the Sheffield Star for its younger readers. It was in the form of a test of their knowledge of the city's adopted warship — and it attracted more than 7,000 entries!

The children also visited the R.N. Museum, H.M.S. Victory, and the Submarine Museum in H.M.S. Dolphin.

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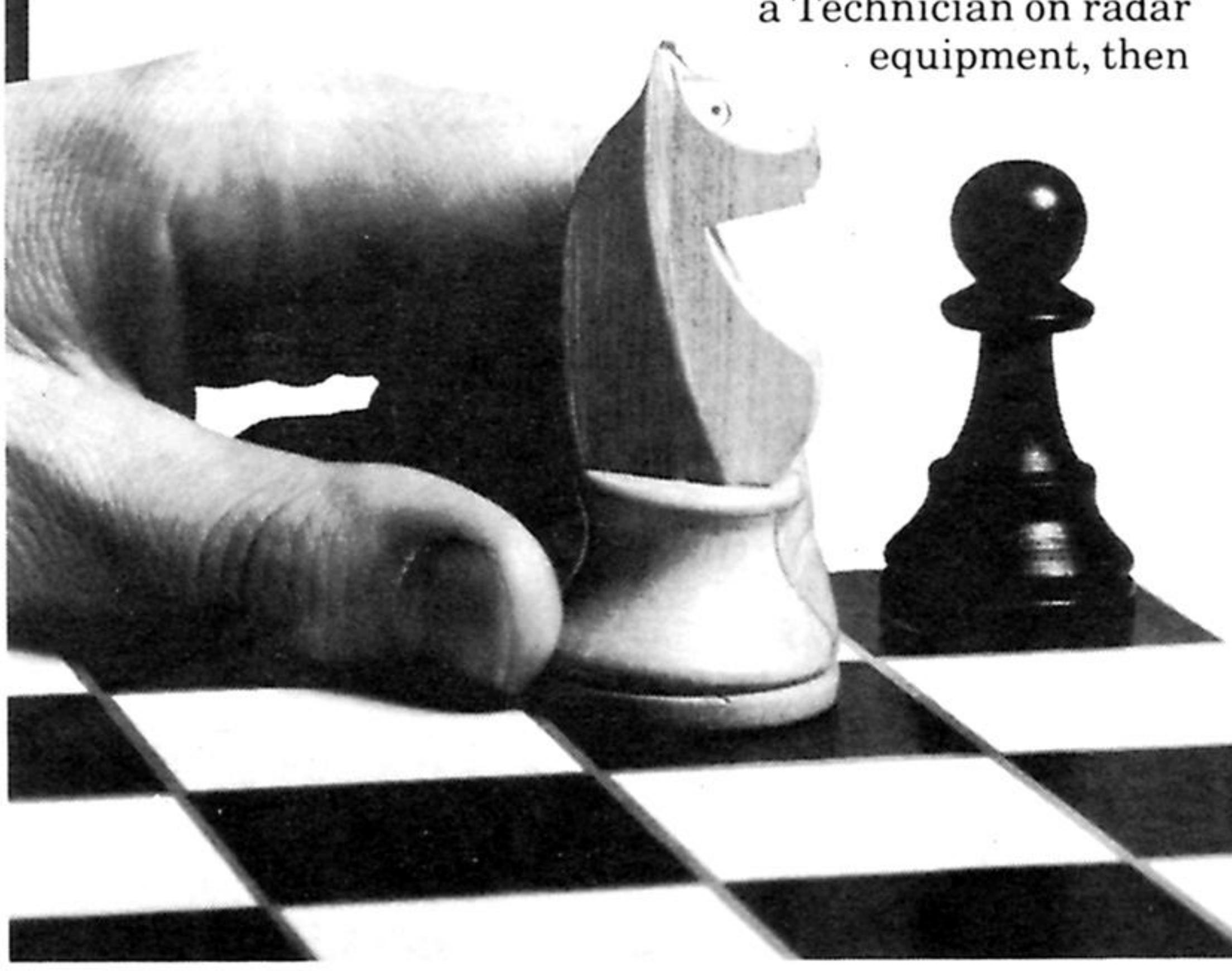
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A PAGE FOR

FAMILIES

Variety Club digs deep for Navy charities

The Variety Club of Great Britain, which aids children in need, is making two generous donations to naval charities this year — £5,000 to the Royal Naval Benevolent Trust and £4,000 to the Nore R.N. and R.M. Children's Trust.

Since 1972 the Variety Club has made regular and much-appreciated donations to the RNBT totalling (with this year's £5,000) more than £24,000.

Meanwhile, since 1977, the Nore R.N. and R.M. Children's Trust has received donations of £11,000 (including this year's £4,000).

In addition, the R.N. and R.M. Children's Home at Waterlooville has been given financial assistance over provision of fire precautions and a Sunshine coach presented by Sir William Butlin.

Each year about 1,000 organisations throughout the country, catering for more than a million children, benefit from the work of the Variety Club in many ways. The club also makes donations to research projects into children's diseases and provides grants to children with crippling ailments.

M.Q. officer retires

Mr. Owen Pearce, naval married quarters officer, Portsmouth, has retired after 22 years' service with the M.Q. organisation.

During this time he has seen the number of quarters expand to over 5,400 spread among 25 estates in the Portsmouth and Gosport areas and has played a large part in their provisioning and equipping.

Mr. Pearce served a total of 44 years with government departments.

K.G.F.S. boost

The antiques fair and arts and crafts show held at R.N. air station Portland in June raised over £700 for King George's Fund for Sailors.

Intrepid sons

More than 30 schoolboys took part in a two-day "sons at sea" venture on board H.M.S. Intrepid.

Navy News

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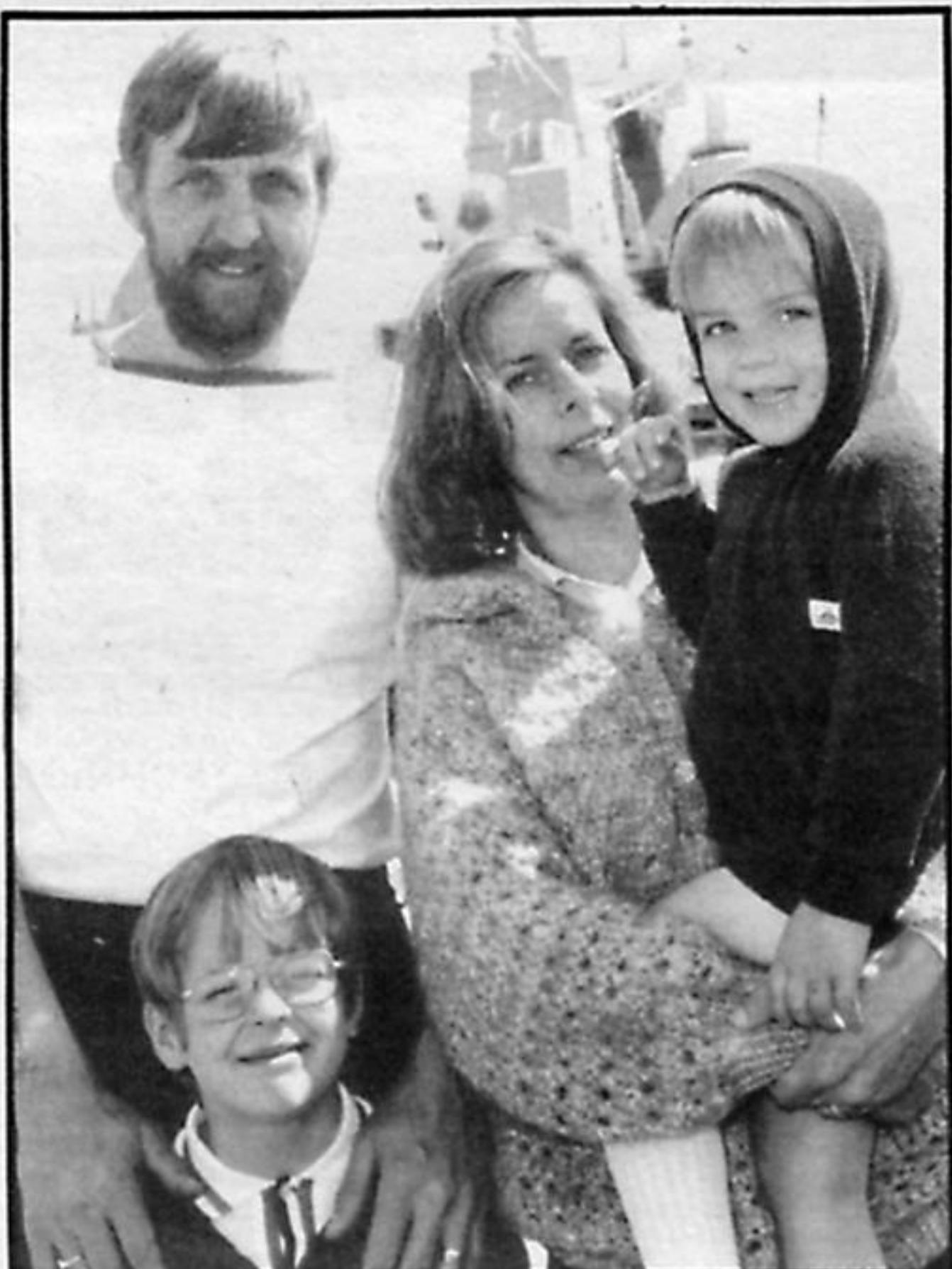
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FOR ADVENTURE, TRY A HIGHLAND BREAK

West before East . . .



Before sailing from Devonport to join the group on eight-month deployment to the Orient, H.M. ships Galatea, Alacrity, Naiaid and Coventry, of the First Frigate Squadron, entertained 1,200 guests on families day off the Cornish coast.

The day began with a close look at H.M.Y. Britannia, which conveniently entered harbour to the delight of the guests. Later there were jackstay transfers for some of the braver souls and a flying display. The ships anchored off Looe for a buffet lunch.

Pictured enjoying the day at sea are LREG Brian Rogers, of H.M.S. Galatea, with his wife Anne and sons Robert and James.

How Sultan gave joy to Jason

The thanks of an eight-year-old sick boy are expressed in a letter from Mrs. Laura Murphy, writing from Middlesbrough.

She says, "May I express my gratitude to FCPO Burke and CMEM Keaveney, of H.M.S. Sultan, for their kindness to my nephew Jason Murphy on his recent visit to Sultan for the passing out of my son, MEM2 Paul Murphy."

"Jason suffers from leukaemia and it was one of his dearest wishes to visit the Navy and Paul. When the two young men I mentioned heard of this, they went out of their way to make his visit a day to remember."

"They presented him with a hat and beret and also a beautiful shield. It may not seem to them that they did a great thing, but to this small child it was something he will never forget."

"Jason says he will join the Navy when he grows up but, whatever happens, he was in his own words 'Sailor for a day'."



What's the joke?

Families share a joke with Cdr. the Prince of Wales during his visit to R.N. Engineering College Manadon, where he attended divisions and presented the Queen's Sword on the occasion of centenary year (see also pages 10 and 11).

Pembroke preview

More than 50 cadets from the Royal Hospital School, Holbrook, Ipswich, accompanied by three officers and a chief, spent a week in H.M.S. Pembroke, where they were able to get an insight into life in the Navy.

They took part in small firefighting exercises, spent a day viewing rehearsals for Chatham Navy Days and also became involved in sailing, swimming, lectures, films and the assault course.

There was also a two-day expedition to the Ashdown Forest.

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OPEN FOR BUSINESS...

Refit complex gets off to a Superb start

Two dry docks, a wet berth and a spectacular 80-tonne refuelling crane feature in the new submarine complex which will enable Devonport naval base to refit and refuel the Royal Navy's nuclear-propelled Fleet submarines.

Latest systems and services, housed in a collection of concrete buildings behind high security fences, provide the Navy with one of the most advanced facilities of its kind in the world.

Official opening of the complex was carried out by Cdr. the Prince of Wales on a visit to the Navy in the West Country at the end of May.

FIRST STAGE

Site chosen for the complex was the north end of the dockyard in No. 5 Basin. First stage of the work, which started in 1973, was to prepare a "dry" site and the second involved construction of the complex from the basin floor about 18 metres below the top of the existing basin walls.

Apart from being away from the centre of traditional dockyard refitting facilities, the site lent itself to development of a new promontory on which all support facilities could be placed, with a dry dock on either side. The design also allows for a future third dry dock to the east if it is needed.

The promontory has two principal working levels and the docks are designed to accommodate frigates if necessary.

SLEEPING QUARTERS

There is a nine-storey office block (including four storeys below ground), stores and workshops. Restaurants, amenity centres and sleeping quarters are provided for staff manning



The dominance of the massive 80-tonne crane is depicted in this overall view of the new submarine refit complex. In the picture can be seen H.M.S. Superb, the first submarine to enter the complex. Her docking for maintenance and modifications will also allow many of the services and facilities of the complex to be proved as part of preparation for the first nuclear refit next year.

the complex 24 hours a day.

Dominant visual feature is the massive cantilever crane, one of the biggest in Europe, capable of lifting used core packages weighing about 72 tonnes. Its tower, rising from the centre of the promontory, stands on bedrock 19 metres down from dockside level and rises to a height of 42 metres.

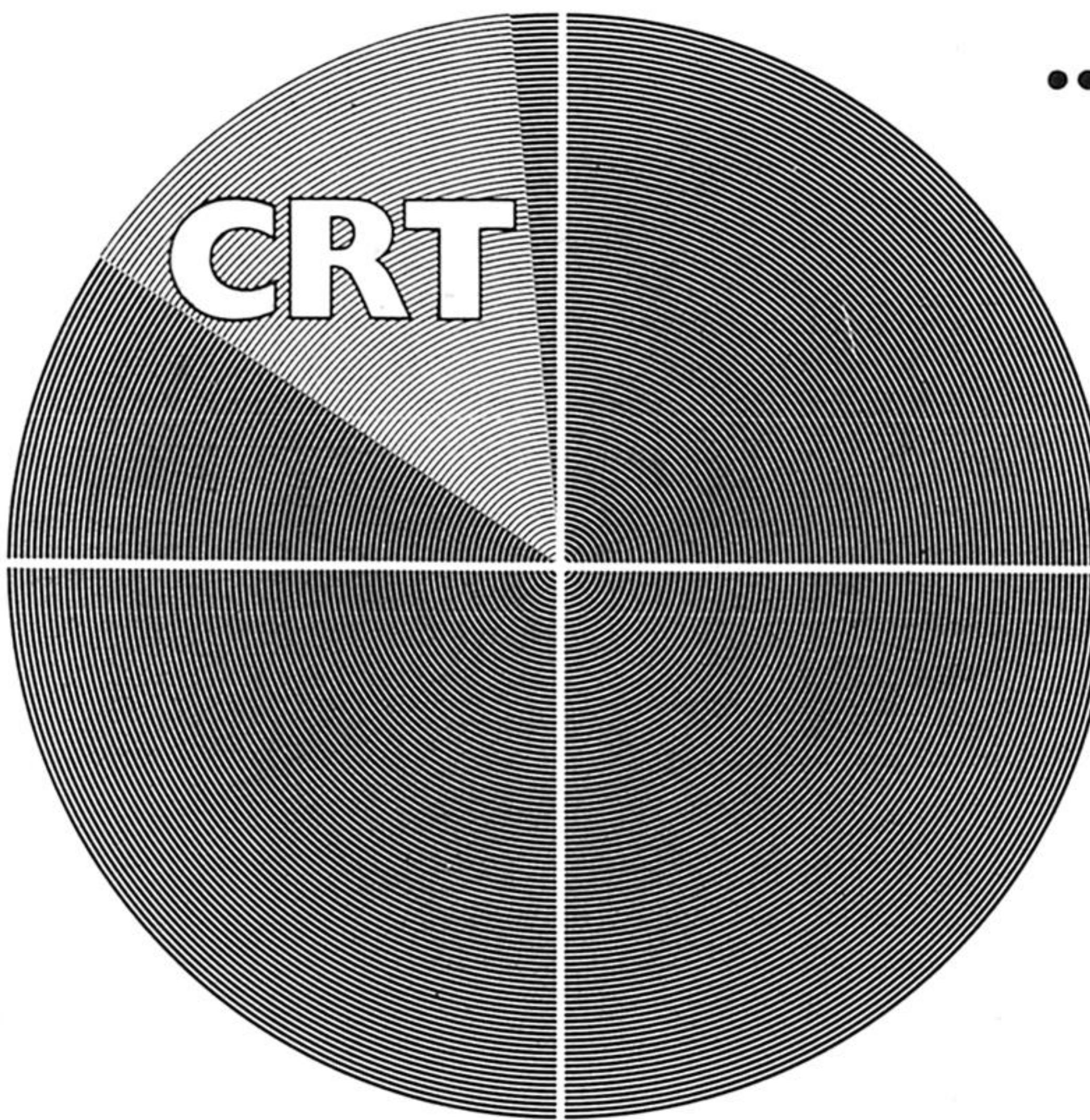
It can lift 80 tonnes at a radius of 72 metres to a height of 46 metres and its very scale requires

good communications between the operator in his control cab and the slingers out of sight below at dock level. This is done with an intercom system using plug-in sockets placed around the docks.

Pumping out and flooding of the docks and raising and lowering of dock gates is controlled remotely from the Control Centre. For the dock to open, the gates "fall" into the basin, allowing submarines to pass over them.

In opening the £60 million complex, the Prince was following in the footsteps of his great-grandfather King George V who, as Prince of Wales, opened No. 5 Basin.

After congratulating everyone who had worked hard to complete and equip the complex, the Prince unveiled a plaque. The Dockyard's general manager, Mr. Jack Bedbrook, presented him with a silver-plated model of a *Swiftsure*-class submarine.



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FIRE! Hydra dashes to aid blazing ship

IN THE HEAT OF THE ACTION

H.M.S. Hydra really got into the heat of the action when she received a radio message about a ship on fire.

The survey vessel, steaming south through the Sound of Islay, promptly reversed course and went to look for the burning ship north-west of Colonsay, an island off the west coast of Scotland.

The Hydra's Wasp helicopter was launched to take off the crew, but it was then learned that they had already been lifted to safety by an R.A.F. helo from Lossiemouth. It was also reported that the fire on the 488-ton m.v. Pirola was out of control and there was a danger of explosion.

CMEMN(P) Fox had a look at the Pirola from the Hydra's Wasp and decided it was safe to put aboard a firefighting team. This was done by helicopter while the Hydra hurried to the scene.

For the next five hours the Hydra was never much more than 15ft. from the Pirola as battle was joined with the fire.

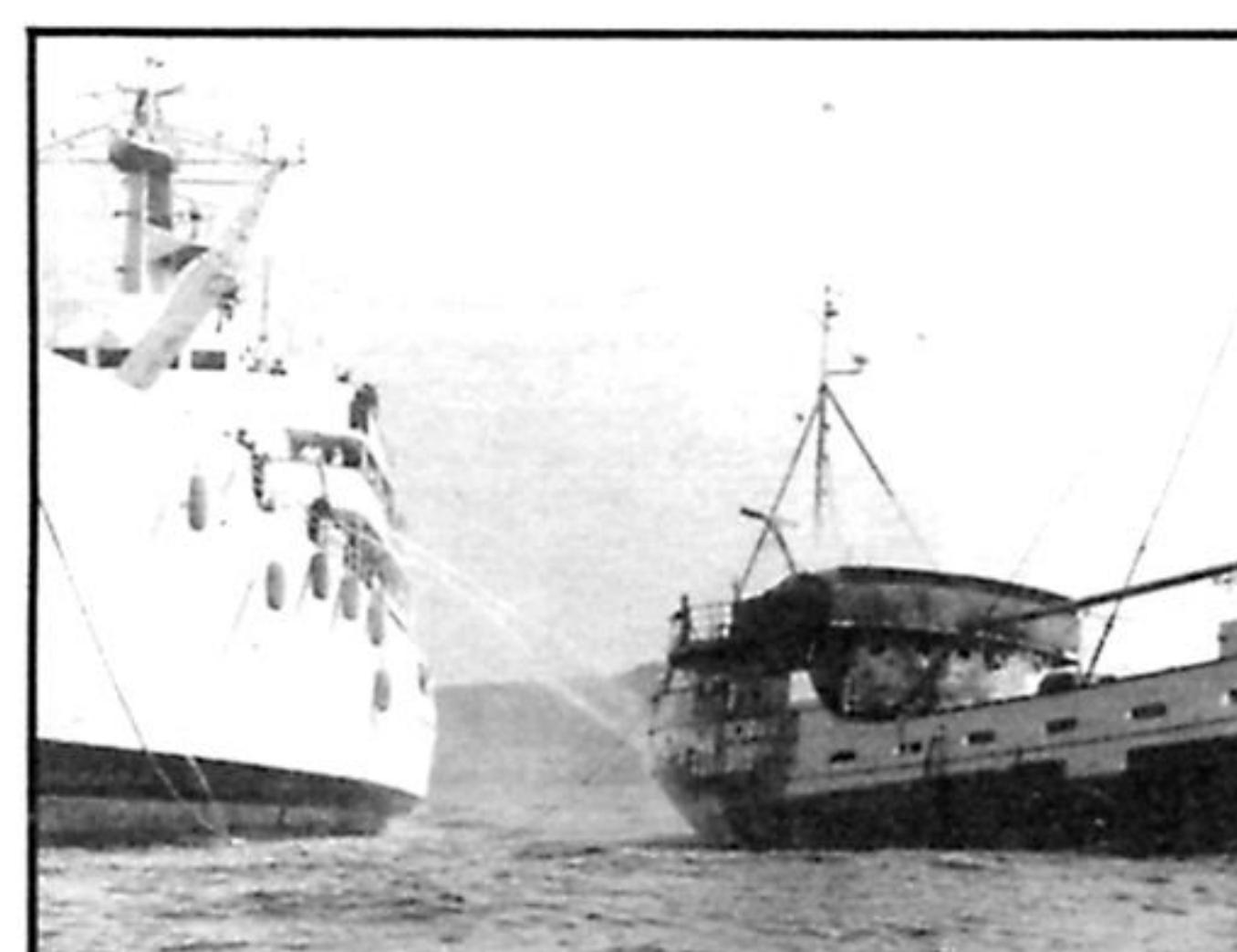
Water played on to the upper deck and hull of the Pirola turned to steam, but slowly the Hydra's firefighters got on top of the blaze.

RE-IGNITED

Men in farnought suits eventually located the seat of the fire inside the ship, and flames were extinguished.

The drama was not over, however. As the Hydra withdrew to recover a liferaft two miles away, the Pirola re-ignited. But the team on board had the fire out again before their ship returned.

A tow was passed, and with CPO Fox and CMEA(H) Rogers leading the 12-man towing crew, the Pirola was pulled sedately to Cairnryan and berthed alongside the remains of H.M.S. Eagle.



● Above: A Hydra firefighter in a farnought suit tackles the blaze on the Pirola.

● Far left: The Hydra alongside the smoke-logged vessel.

● Left: The survey ship's hoses play on the stern of the stricken vessel as the fire is brought under control.

RESCUE! Tartar picks up drifters

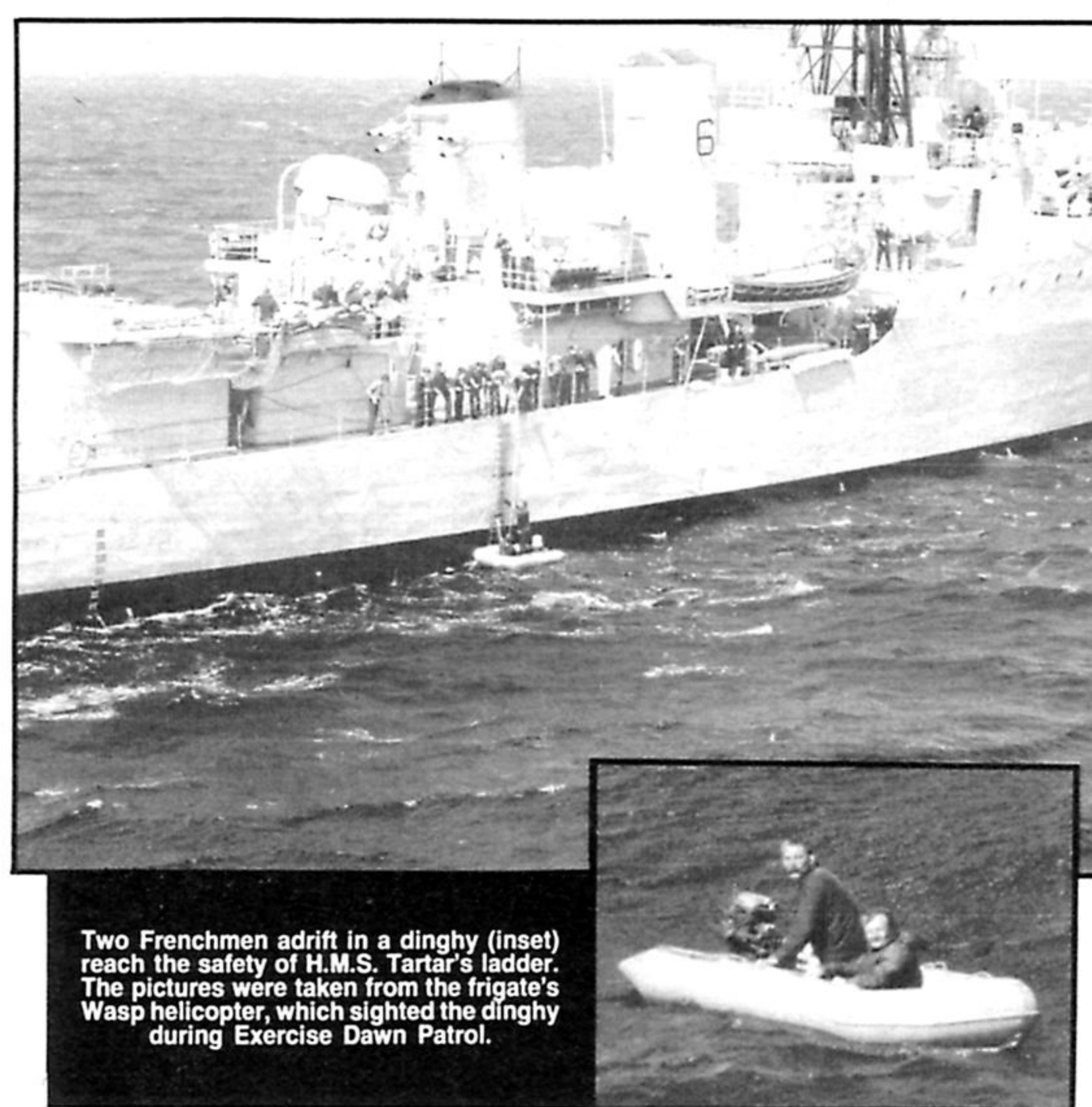
Out of the blue ...

Two lucky Frenchmen are unlikely to forget H.M.S. Tartar in a hurry. The frigate appeared out of the blue to rescue the two men after they had been adrift in a dinghy for 21 hours.

The rescue happened while the Tartar was involved in Exercise Dawn Patrol. The dinghy was sighted, and the ship's Wasp helicopter closed in to investigate.

Soon afterwards the two relieved but exhausted Frenchmen were hauled aboard, suffering from shock. After a sedative and some sleep, they were returned to the authorities, near their yacht 27 miles to the north.

The two men, from Bordeaux, had set out to cross 100 yards of water from their anchorage to the Greek island of Kholos. A day later they were 27 miles out to sea and in serious trouble — until H.M.S. Tartar spotted them.



Two Frenchmen adrift in a dinghy (inset) reach the safety of H.M.S. Tartar's ladder. The pictures were taken from the frigate's Wasp helicopter, which sighted the dinghy during Exercise Dawn Patrol.

A search and rescue helicopter from R.N. air station Culdrose and the inshore minesweeper H.M.S. Flintham provided a naval presence at the Looe Water Carnival, held each May to raise money for the Royal National Lifeboat Institution.

The Plymouth-based bomb and mine disposal team also put on a static display at the popular Cornish event.

H.M. ships Active, Ajax and Scylla visited Liverpool at the beginning of May to take part in the city's commemoration of the Battle of the Atlantic.

Attention all TASIs, serving or retired! The Anti-Submarine Warfare Instructors Association is looking for as many of you as possible to attend a silver jubilee dinner-dance at the Royal Beach Hotel, Southsea, on October 17. CPO(OPS)(S) P. J. Norris, WOs' and CPOs' Mess, H.M.S. Vernon, Portsmouth (telephone Portsmouth 22331 ext. 2204) is the man to contact.

A champagne-and-cake party marked a triple celebration by the Island-class patrol vessel H.M.S. Shetland. She achieved her first 100,000 miles since commissioning in July 1977, and carried out her 200th boarding of a fishing vessel — both of which coincided with the 18th birthday of Mid. Bill Law.

Children from Hakin Junior School, Milford Haven, visited H.M.S. Ardent during a school outing in Plymouth. The school is affiliated to the Type 21 frigate.

A DAY IN LOOE

NAVY NEWS IN BRIEF

Two Conservative Members of Parliament, Mr. Hillary Dupper Miller and Mr. Robert Rhodes James, spent a day at sea in H.M.S. Broadsword off the Dorset coast. They were guests of Rear-Admiral Anthony Whetstone, Flag Officer Sea Training, for a briefing on training and operational tasks carried out by the Navy at Portland.

Two purpose-built degaussing vessels have now entered service with the R.M.A.S. The Lodestone and her sister ship the Magnet replace a trio of converted Ham-class minesweepers operated by the R.M.A.S. as degaussing vessels. The Lodestone is based at Portsmouth and the Magnet in the Clyde.

GET WISE ON DCI's

Under 57s eligible to rejoin

A number of officers may from time to time be invited to apply to extend their service beyond the compulsory retirement age, in order to help meet specific shortages in certain ranks and specializations.

Extensions will be for periods of up to five years at a time, according to the requirements of the Service. In no case will extension beyond age 60 be approved.

The announcement lists the officers eligible to apply for extension of service, and points out that retired officers under 57 are eligible to re-enter under the scheme.

However, officers will not normally be considered for re-entry if they have been retired for more than five years.

DCI (RN) 322

Painted out!

Spray painting of ship structures will no longer be carried out by naval personnel, because of the impossibility of ensuring safe working conditions. All spray painting equipment is to be returned.

However, spray painting equipment used exclusively for refinishing aircraft structure and components may be retained. Use of such equipment in ships is to be restricted to a minimum, with operators adhering strictly to the precautions laid down.

DCI (RN) 293

Kedged ashore

The Admiralty have decided that kedge anchors are no longer required in destroyers and frigates. In order to reduce top weight they are to be landed from those ships presently carrying them.

DCI (RN) 326



Girl gunners salute the Queen

Fired with enthusiasm, these Wrens made up the all-girl gun crew for the Royal Salute in Portland to mark the 27th anniversary of the Coronation. They are, from left: (standing) Wrens Sue Ainscough, Linda Sinclair, Francesca Taylor and LWren Fiona McNish, and (kneeling) Wrens Mary Feeney and Karen Harris. They had had only two hours' training from the base gunnery officer who said they had been his most enthusiastic pupils. They certainly impressed Rear-Admiral A. J. Whetstone, Flag Officer Sea Training, who watched the 21-gun salute being fired.

SAIL OFF IN A SHIP OF THE ROAD!

The Department of Naval Recruiting is on the lookout for ratings and Wrens to man warships on wheels — the mobile recruiting exhibitions which tour the country during the summer.

A fleet of ten 60ft. container lorries, under the control of the Director of Naval Recruiting, spend May to September visiting fêtes, fairs, galas, country shows and parades.

Each exhibition is different and manned by ten senior rates, 11 junior rates and six Royal Marines drivers.

Two of the lorries form a giant relief model of H.M.S. Broadsword. Inside, the exhibition gives the impression of what life is like in a modern warship.

SCHOOL VISITS

At the end of touring season, and after leave, about half the crews tour the country's comprehensive schools as youth visiting teams, for which four Wrens from the Royal Marines Commando Display Team based at Poole are also required.

The rest of the crews "winter" at the R.N. Aircraft Yard, Wroughton, near Swindon, where they prepare the displays for the next season and construct and man recruiting exhibitions and careers conventions at indoor sites such as Alexandra Palace.

D.N.R.'s Outport Complement consists of ratings in nearly every branch and welcomes volunteers — especially if they hold a HGV driving licence.

★ Suspended loan

Because of an acute shortage of clerical staff, the reference and loan service operated by the Services Central Library has been suspended until 1 October 1980.

Other functions of the library, including the supply of forces correspondence course textbooks, will continue.

DCI (RN) 300

★ Going under

Some seamen officers on the new three-and-a-half short career commission may be selected for service in submarines, and their training will vary slightly from that already announced.

If an officer is found unsuitable for service in submarines he will be expected to continue his commission in General Service.

DCI (RN) 323

★ Pound prize

The Admiral Sir Dudley Pound Prize for 1979 has been awarded to Sub-Lieut. (SL) E. J. Buckett, Lieut. (X) P. G. Miller and Lieut. (X) A. R. C. Bennett (pilots), and Mid. (SL) R. J. F. Buckland (observer).

DCI (RN) 288

★ Transfer review

Restrictions imposed on voluntary branch transfers by ratings have been reviewed, and some rules revised. No further changes are likely before the end of 1980.

DCI (RN) 334



★ Marital status

An official announcement setting out modifications to the marital status category regulations was fully dealt with in the June issue of Navy News.

DCI (RN) 303

★ Gym shoes

Junior ratings will in future have to maintain gym shoes by replacement from kit upkeep allowance. The allowance will be increased accordingly.

DCI (RN) 305

★ Oops!

Further attention has been called to the dangers associated with the use of power-operated guillotines, and to the necessity for observing regulations relating to periodic checks.

DCI (RN) J 244

PRIZE GUYS

Fleet Air Arm prizes and awards for 1979 include the following

— Bell Davies Trophy, Sub-Lieut. (SL) (P) C. W. Baylis; Daedalus Trophy, Lieut. (X) (O) R. J. Sandover; Falcon Trophy, Lieut. (X) (O) T. W. Sheldrake; Ferguson Shield, Lieut. (X) (O) H. R. S. Scott; Fulmar Trophy, Sub-Lieut. (SL) (O) N. R. Gaunt; Hallam Trophy, Lieut. (SL) (P) T. S. Mason; Hibernia Cup, ALACM J. A. Redman; Kelly Memorial Prize, Lieut. (X) (P) A. R. C. Bennett; Kemsley Trophy, Lieut. (AE) (P) S. J. Williams; Nunburnholme Trophy, Sub-Lieut. (SL) (O) W. T. Johnson.

DCI (RN) 321

★ Super-Sonics

The Plessey Anti-Submarine Warfare Trophy for 1979 has been awarded to LACMN R. J. Walters, now serving at the Sonics Training and Analysis Centre at air station Culdrose.

DCI (RN) 302

★ What a flight!

Flag Officer Naval Air Command has awarded the Boyd Trophy for 1979 to H.M.S. Fife's flight for outstanding performance during relief operations in Dominica following the devastation caused by hurricane David.

DCI (RN) 319

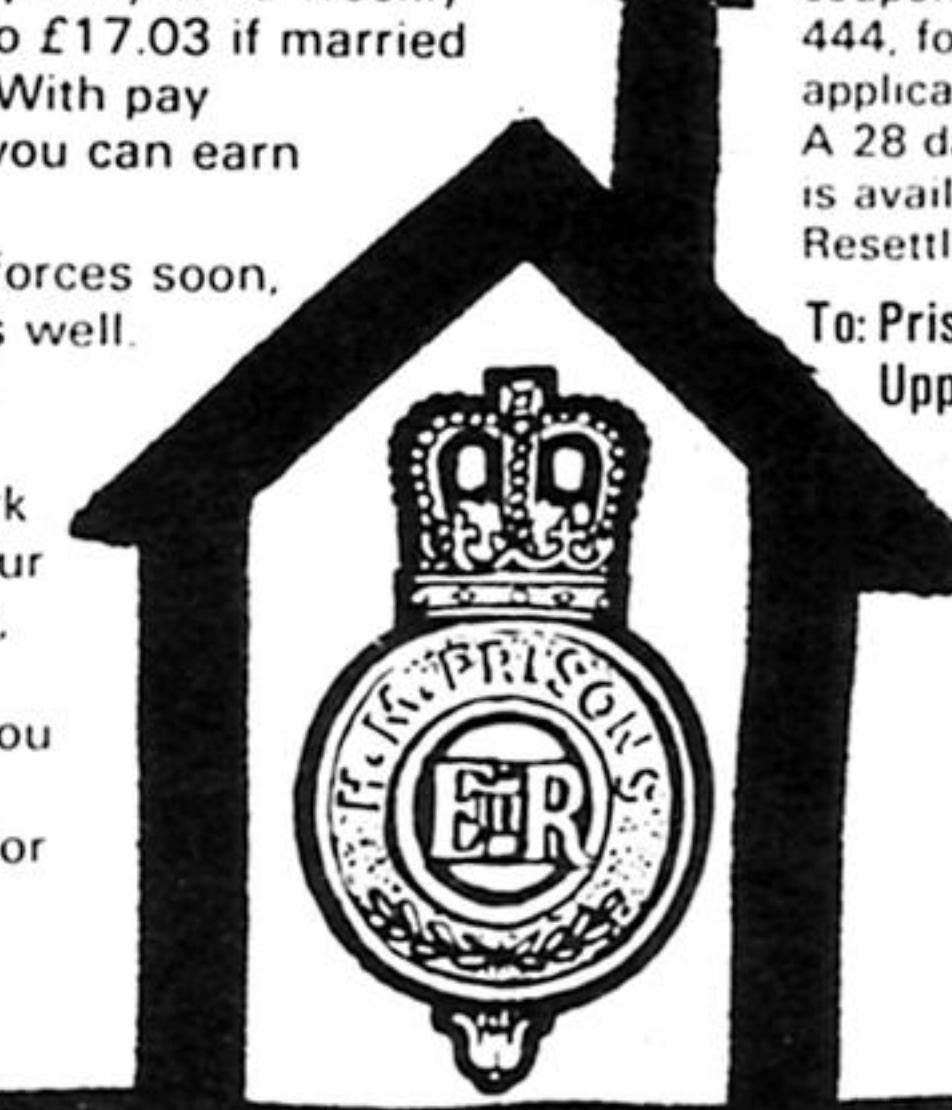
The Robert Sandison Trophy for 1979 has been awarded to Lieut. (X) (O) I. V. Munday.

DCI (RN) 320

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On joining the Northern Ireland Prison Service, you immediately qualify for a weekly housing allowance of up to £17.03 if married and up to £8.52 if single. With pay allowances and overtime you can earn around £177 a week.

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NORTHERN IRELAND
PRISON SERVICE

Jolly Roger at war

Four Royal Navy submarines and three frigates have been fighting it out in the approaches to the Mediterranean in Exercise Jolly Roger, this year's submarine flotilla training period.

Taking part in the exercise, from June 12 to 30, were the nuclear-powered fleet submarine H.M.S. Dreadnought, and the diesel-electric H.M. submarines Otus, Opportune, and Olympus.

FRIGATES

The frigates were H.M. ships Minerva, Arrow and Berwick. Also taking part in the exercise were the helicopter support ship R.F.A. Engadine, three R.A.F. Nimrods from 120 Squadron, and the S.B.S. and First Raiding Squadron, Royal Marines.

Submarines practised a range of tactics in support of and against surface warships and other submarines. The vessels visited Gibraltar at the end of the month for a programme of sporting events.



The cost of re-heeling a pair of shoes was a ha'penny when Mr. ALBERT NORWOOD became an apprentice shoemaker in H.M.S. Pembroke in 1929. Now, 51 years and 100,000 pairs of shoes later, he has retired. During the Second World War Albert joined the Army and served with the Coastal Defence Battery at Deal and Dover.



Naval Nurse EUNICE VAMPLEW represented the Royal Navy at the 11th Royal College of Nursing exhibition and congress in Harrogate recently. Eunice qualified in November and is now serving in R.N. Hospital Stonehouse.

Picture: Wren (Phot) Sue Penny

Birds of a feather



One of the main reasons for sisters JOANNA (right) and ELIZABETH SAVILL joining the Women's Armed Forces was to travel the world. Joanna, a third officer in the W.R.N.S., has already achieved some of her ambition. As personal assistant to the Director W.R.N.S. she recently toured the United States, and before that she travelled widely in the United Kingdom with the R.N. Presentation Team.

Elizabeth is a pupil nurse in the Princess Mary's Royal Air Force Nursing Service and is still under training.

Picture: Wren (Phot) Sue Penny

PEOPLE

IN THE NEWS

HIS CENTURY COMING UP!

One of the Navy's oldest pensioners, MR. T. F. WILKINSON, celebrates his 100th birthday on August 29. He served in the Royal Navy as a blacksmith from 1897 to 1921.

Born in Portsmouth, Mr. Wilkinson entered the Dockyard as a 14-year-old blacksmith's hammer boy, and three years later joined the Navy on H.M.S. St Vincent, then afloat near H.M.S. Dolphin.

ADMIRAL DOMVILLE

His earliest billets included H.M. ships Minotar (1898), Alexandra (1899), Orlando (1902), and Duke of Wellington, and he also remembers serving under Admiral Domville.

He sailed in H.M.S. Powerful on the Australian Station.

Mr. Wilkinson retired in 1921 as a chief blacksmith, later returning to Dolphin to run a shoe shop in a bay beneath the saluting guns.



Radio reporter MIKE SOUTER, a lieutenant in the R.N.R., is leaving Radio Clyde to join Radio Norfolk, the B.B.C.'s new local radio station at Norwich. Mike (above) handled recruiting and public relations for H.M.S. Graham, Clyde Division, R.N.R., before his move, and is delighted that his new station has already struck up a liaison with the guided missile destroyer H.M.S. Norfolk.

Brit-style star!

How's that for promotion? The American admiral in our picture with JACK "Steve McGarrett" LORD of Hawaii Five O fame retired from the Royal Navy ten years ago as a commander.

He is really Cdr. PHILIP BALINK-WHITE, who left the Navy in 1970 after 32 years' service.

The lady is his wife, Cdr. LINDA Balink-White, U.S.N., who is now serving at Pearl Harbour, Hawaii.

And the admiral's uniform? Since moving to Hawaii with his wife three years ago, Cdr. Balink-White has become increasingly involved in television and radio acting, and the picture was taken on the set of a Five O episode called "The Golden Noose." Joan, as the admiral's aide, provided her own uniform with aiguillettes — inherited from her two years in the White House as first



woman Military Social Aide to President Richard Nixon.

Cdr. Balink-White tells us that whenever a production company needs a grey-haired, mature male to play a military man, doctor, politician or chairman of the board "type" he gets sent for.

Admiral Scott retires

Rear-Admiral Sir DAVID SCOTT, who is believed to be the last wartime submarine commanding officer serving in the Navy, has left MOD after six years as Chief Polar Executive and ended a 42-year career in the Navy. During the war he was first lieutenant of the submarine Seraph, involved in the "Man That Never Was" operation, and held nine commands, including the submarines Umbra, Satyr, Andrew, and Thermopylae.



L Wren VICKIE MORRISON, an educational assistant in H.M.S. Dolphin, has been awarded a Duke of Edinburgh's Award. Her projects included preparing man-size stews for the mountain rescue team based at Edale, Derbyshire.

A welcome breeze in the Naafi

JANE BREEZE (above) brings a breath of fresh air to the Naafi in H.M.S. Dolphin, where she has also run the Atlantis Club. Twenty-one-year-old Jane is the youngest manageress in the Naafi's Royal Navy section.

Picture: CPO(Phot) Ben Cartwright

STORMPROOFING

Duffle coats and winter woolies can protect you against the worst of weather, but who protects the duffle coats? Why Naafi of course, with a big-cover insurance specially devised for the personal possessions and household effects of Service people.

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NEWSVIEW

Fitness not fatness to the fore

Many moons ago, before most of today's junior ratings had seen the light of day, there was a song (American, no doubt, because that's where all the wittiest come from) which lamented like this on pleasurable pastimes: "It's illegal, it's immoral, or it makes you fat!"

Knowing little of illegality (and even less about immorality), this column turns to pondering the problems of the fatties.

Across the Western hemisphere a vast industry has grown fat instructing others how to stay thin. Diets, nutritional advice, "calorie reduced," health farms, saunas . . . on it goes. Confusing to many and sometimes conflicting. Remedies which work for some seem to fail for others.

Target weights

Several weeks ago the national papers told readers that a civilian doctor had been directing warning noises towards some Navy men over fitness and flab. Well, we wouldn't pretend to know the extent of that problem but who could doubt that sailors, like others, have been known to over-indulge in more ways than one.

Against this background, it is interesting to learn that a study is to be made for MOD aimed at setting new target weights for personnel of the three Services. Lovely phrases like "permissible levels of body fatness" were used in a Commons reply on the matter.

Obviously, there are already minimum fitness standards, but the hope is to establish up-to-date, medically-accepted target weights for use in recruiting and during military careers.

Measuring up

While in no way decrying such laudable intent, the mind momentarily wanders to the sizeable gentry of yore as portrayed in art galleries, not to mention their buxom wenches.

Were they all really such an unhealthy lot? Different diet or just big bones? No doubt the medics could tell us. But perhaps those with the then fashionable fuller figures did not live so long.

Whether sailors are fatter or thinner than they used to be is another question. But a fighting force needs fitness not fatness, and an improved system of assessment could prove beneficial to Service and taxpayer. While from the individual health point of view, it could well mean keeping the fat from the fire.

Here come the super-seamen

The promised perk-up for seamanship expertise in the Fleet is starting to come through with completion of the first course for POs and Chiefs who are to join ships to work solely on seamanship tasks and training.

These specialist Buffers will be totally free of other Ops. Branch duties, so avoiding the split in responsibilities which has sometimes led to difficulties in recent years.

There was no lack of volunteers for the five-week course for the new-style Buffers, and 60 Ops. Branch senior rates (30 Seamen and 30 from other sub-branches) were selected to take the course during the first year.

Safety

The seven men of the first course are each now designated "Senior rate seaman specialist" but have inevitably drawn the nickname super-seamen. They have just passed out of H.M.S. Vernon, where they have been brushing up on skills such as latest RAS techniques, life-saving (at Seafield Park), ship's husbandry, and knots and splices.

The increasing complexity of modern seamanship equipment and the paramount need for safety in evolutions such as replenishment at sea had highlighted the need for the specialist Buffer, whose duties will cover a range which includes the safe transfer of missiles between ships and safety measures when anchoring.

As chief boatswain's mates, these men will take up the new chief petty officer or petty officer billet which is being added to the complement of frigates.

In time this billet, as well as the existing chief boatswain's mate billets in ships of destroyer size and above, will all be filled by ratings of this new Seaman sub-branch.

Warfare skills

Shore jobs have also been allocated to keep the sea/shore ratio comparable with other branches.

The decision to make seamanship training changes came some years after the advent of the Ops. Branch, embracing the important warfare skills — missile, sonar and radar. Several months ago, when it was announced that a new Seaman sub-branch was to be formed, measures were taken to ensure the safeguarding of seamanship expertise in the branch.

This followed the recognition that the Ops. Branch seaman group were facing increased demands on training and experience in warfare skills.

It was decided that more time was needed by



So that's what they mean by weighing anchor . . . Some of the first candidates to complete the course which qualifies them as the new full-time specialist Buffers gather round the model bows of a Leander frigate. From the left, they are: CPOs "Henry" Cooper, "Snowy" Clingham, David (Pony) Moore, John Batting and Dave Haldenby (course instructor, wearing the new badges), and PO "Ken" Kennard.

all ratings to train and exercise their warfare skills with modern equipment.

To help improve skills in modern weaponry, training demands in seamanship at the lower rates were eased. But the continuing need for a nucleus of ratings with deep knowledge of seamanship was recognized, and the reintroduction of the seaman specialist at petty officer level and above announced.

There is, however, no intention of extending the new sub-branch below the senior rate level or of reducing the qualifications, set out in DCI 35/1980, required by a senior rate of another Ops. Branch sub-specialization before he can transfer across.

A board to select next year's candidates for the course to become the new, full-time chief boatswain's mates will convene in November. Volunteers should apply to H.M.S. Centurion through the usual channels.

The distinguishing badge for the new-style Buffers on qualification. These show a shackle crossed with a marlin spike, and were at one stage the boom technician badges.



PARADE FOR THE PRINCE . . .



ALL EYES!

All eyes on Cdr. the Prince of Wales as he pauses to chat to Wren (Phot) Julie Wynn during his inspection at H.M.S. Excellent. On the left is Wren (DSA) Karen Fussell and third from the left is Wren (TSA) Karen Hargreaves.



Cdr. the Prince of Wales inspects the 48-strong Royal Guard, all members of the Royal Navy Display Team. Also in the picture are Capt. Richard Bethell, Captain of H.M.S. Excellent, Lieut.-Cdr. Brian Nicolle, officer-in-charge of the team, Lieut. John Stockdale (with the standard) and Sub-Lieut. Chris Bate, the team's training officer.

Pictures: PO(Phot) Dutch Holland and LA(Phot) Mac McKenzie.

Whale Island puts on a show

Cdr. the Prince of Wales joined the 150th anniversary celebrations of H.M.S. Excellent when he visited the establishment on June 11.

Arriving at Whale Island by helicopter, he took the salute at Royal Divisions and inspected the Royal Guard and Queen's Guard. Also on parade were 250 members of H.M.S. Excellent's ship's company and 100 men of the Queen's Regiment, the establishment's sister Army unit.

Then the Prince, escorted by the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton, and the Captain of H.M.S. Excellent, Capt. Richard Bethell, attended a reception for a cross-section of Royal Navy and civilian staff, accompanied by families.

TATTOO

Taking tea in H.M.Y. Britannia, berthed at Whale Island, the Prince later attended a civic banquet in Portsmouth Guildhall in the evening after watching a display in the Guildhall Square by the massed bands of the Queen's Regiment and the Royal Naval Display Team.

• H.M.S. Excellent's anniversary tattoo, which took place during the week of the Prince's visit, raised about £1,000 for Service charities, despite one of three scheduled performances having to be cancelled because of bad weather.

Demonstrations tracing the history of the establishment included missiles and modern gunnery, the work of the Royal Navy Regulating Branch, firefighting, and a field gun display by the Portsmouth team.



... AND A POP SESSION FOR THE PRINCESS

Princess Anne did a lot of talking — and listened to some pop music — during her visit to H.M.S. Pembroke as Chief Commandant WRNS on June 11.

During her visit she spoke to every member of the WRNS Unit,

ALL SMILES!

• Left: Princess Anne, Chief Commandant WRNS, inspects the quarter guard mounted by H.M.S. Pembroke during her visit to the Chatham establishment.

both ship's company and trainees. She also spent time talking to many dockyard workers and families who lined her route both on her arrival and departure.

The pop music came during the morning part of her tour of Pembroke when in the gymnasium the Wrens gave a demonstration of "popmobility" — movement to pop music to keep fit.

After a Wardroom lunch of tomato ice cream, veal with noodles and salad, summer pudding and cream rounded off by iced coffee, the Princess visited the pay, cash and service certificate offices, the writers' training school and the stewards' school.

'Ark' chess set to be raffled

Rower Ken goes too far north

PO Kenneth Kerr, the submariner from H.M.S. Dolphin who is attempting to row the Atlantic in a 13ft. glass fibre boat, is now about 470 miles out of St John's, Newfoundland.

But he has been drawn farther north than expected and will now have to battle his way south to take advantage of the Gulf Stream. This North Atlantic current splits into three tails, and if he gets too far north he will be pulled towards Iceland or the dangerous Denmark Straits.

The good news is that he has completed the most difficult phase of his 2,100-mile voyage. Having fought his way across the adverse Labrador Current, he can now count on the Gulf Stream to pull him steadily towards the coast of Ireland.

PO Kerr lost five gallons of

drinking water when his boat, Bass Conqueror, overturned during a bad storm. Consequently he has had to ration his remaining water while making up the deficiency with a solar still.

He burned a hand when an unfriendly wave interrupted him while brewing a pot of tea, but he has since reported that the injury has healed well.

Among his adventures since leaving St John's in late May has been the frightening experience of spending four hours in the close company of a school of boisterous whales. Fortunately none touched Bass Conqueror.

PLOTTED

PO Kerr's course is being plotted in H.M.S. Dolphin, and he has now been advised to correct his position to the south. One of his problems is that variable weather conditions have made radio communications with him spasmodic and unreliable.

R.M. cadets on show at Eastney

A chess set made of brass from H.M.S. Ark Royal is being raffled in the Navy this summer in aid of naval charities.

The set and its table was made by Plymouth Skill Centre and a company has paid for half the chessmen to be dipped in gold and half in silver.

Tickets can be obtained from the Navy Days Office, H.M.S. Drake, Devonport, at £1 for five. The draw will take place at the end of the Drake 400 Navy Days, which take place on August 30 and 31.

OBITUARY

An inquest was being held into the deaths of AB(R) G. P. Greenwood, of H.M.S. Rooke, and his three young children who died in a fire at their home in Gibraltar on June 6.

K. Gregory, LS(SSM), H.M.S. Valiant, May 28.

K. J. Whale, AB(SSM), H.M.S. Valiant, May 28.

P. R. Swallow, SGT, R.M. CTCRM, May 29.

M. D. Thickpenny, WEM(O)2, H.M.S. Birmingham, June 1.

E. S. McMaster, MEM(M)1, H.M.S. Apollo, June 5.

C. J. Goodwin, MEA1(P), Devonport FMB, June 7.

Surg-Cdr.(D) H. J. Luck, R.N. (ret'd.), in Jersey, aged 86. Served 45 years.

Lieut.-Cdr. W. G. English, R.N. (ret'd.), former captain of H.M.S. Victory (Ship), aged 88.

Eng-Lieut.-Cdr. A. V. English, R.N. (ret'd.), aged 84.

Ex-Ch. Elect. F. W. Parker, Chatham Port Division, served 35 years.

Ex-CERA R. P. Ashley, Aged 81, Medway SOCA.

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N2



It's an up and down life as R.N.R. goes to war

Britain's Royal Naval Reserve went to war... and though the shot and shell didn't hurt, everything else — frustrations as well as triumphs — was very much for real.

Officers and men exhausted themselves against their daunting task, and the nearest many of them got to the fleshpots ashore in foreign parts included what was described as "a virgin jetty," which was even less satisfying than it sounds.

It all began earlier this year when the R.N.R.

were invited to take part in a North Atlantic Treaty Organisation exercise (Open Gate), this being the first time they had been entrusted with the whole of the mine countermeasures requirement for such an occasion.

Just as if the "balloon had gone up," an insurance manager, a solicitor, two surveyors, a bank manager, a shipping executive, a university lecturer, a systems analyst and a sales director in their part-time naval uniforms took their ships to sea, the vessels being from the 10th Mine Countermeasures Squadron.

On a blustery Sunday morning off the Cornish

coast, the ships had a rendezvous with the squadron commander, Cdr. Derek Ancona, R.N., embarked in H.M.S. Abdiel. The meeting marked the start of the first foreign deployment for R.N.R.-manned ships for almost a decade.

• Annual training

They were carrying out their annual training from the 11 R.N.R. divisions dotted around the United Kingdom.

Their role in the fully-fledged NATO exercise was to test and demonstrate the readiness and effectiveness of the defence of the sea

approaches to the Straits of Gibraltar and the key port of Lisbon.

Exercise mines were laid by H.M.S. Abdiel and a B52 aircraft of the United States Air Force, the Reservists then having the job of clearing long channels and two anchorages, to provide free passage and assembly points for convoys escorted by warships of NATO's Standing Naval Force Atlantic.

Fending off mock air attacks from a multinational strike force, the volunteers in their little ships scored a great success, impressing NATO commanders with their skill and dedication.

They work marking the and three, real situation shipping.

Eventually for the deep the channel.

At night, R.N.R. ship vessel, H.M. defect rectif

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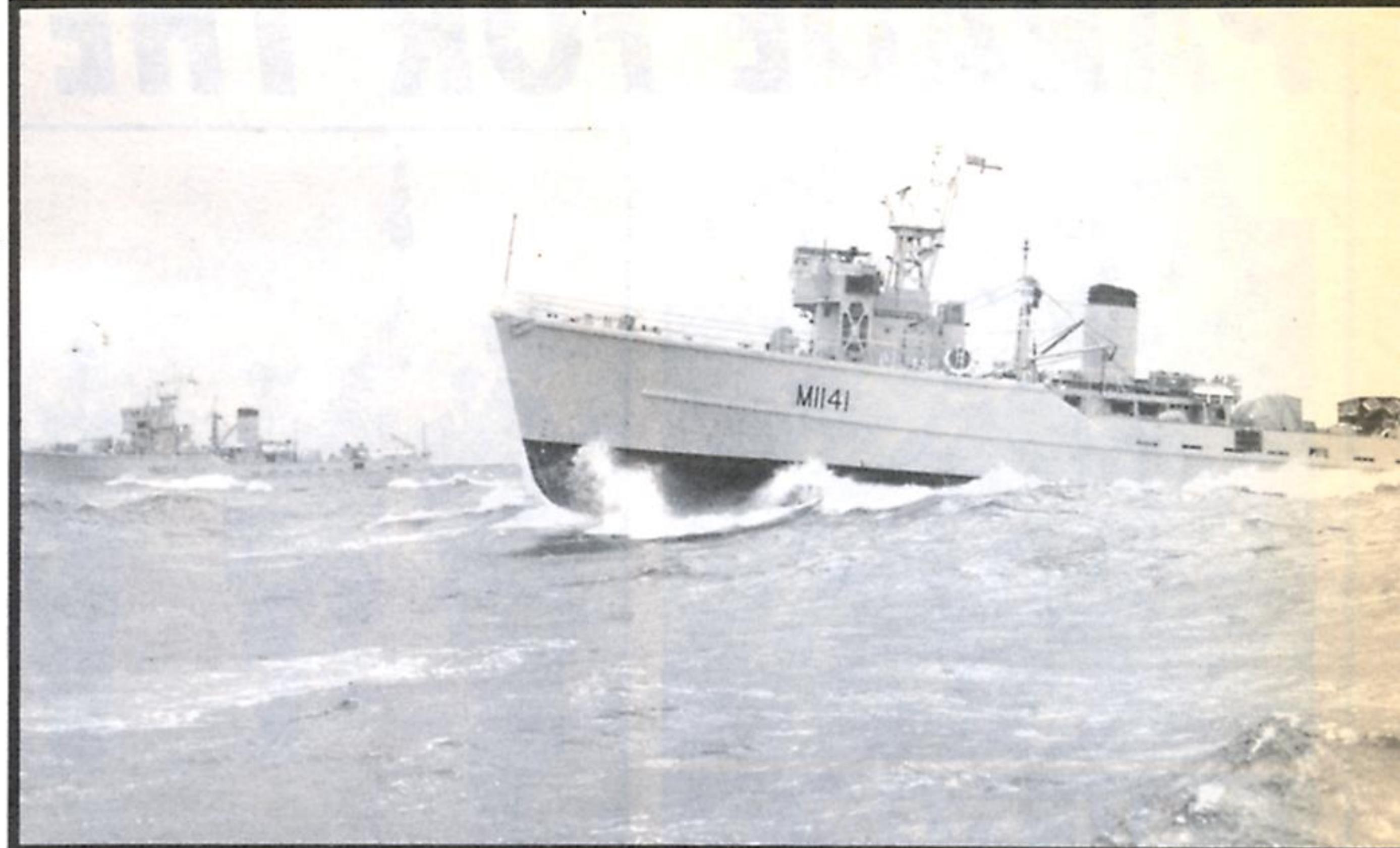
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The lucky at Lisbon, th visits to the Texas Bar (

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"The resu surpassed m being comp R.N.-manned nothing but



The ups and downs of being a sailor were presented to the 40 Londoners of H.M.S. Glasserton (M1141) as she ploughed through Force 8 gales in the Bay of Biscay. With her is H.M.S. Alfriston (M1103).



There's plenty to do "down below" during an R.N.R. exercise. Here WEMN2 Geoff Williams and MEA1 Peter Hoare are busy removing a cylinder head during engine room work in H.M.S. Glasserton.



Carrying his trade into the Service? The international minesweeping signal of three suspended black balls no doubt has a familiarity for OS John Hannaford, who in civilian life is a pawnbroker in London's Edgware Road.



Reserves to face deep-mine threat with new ships

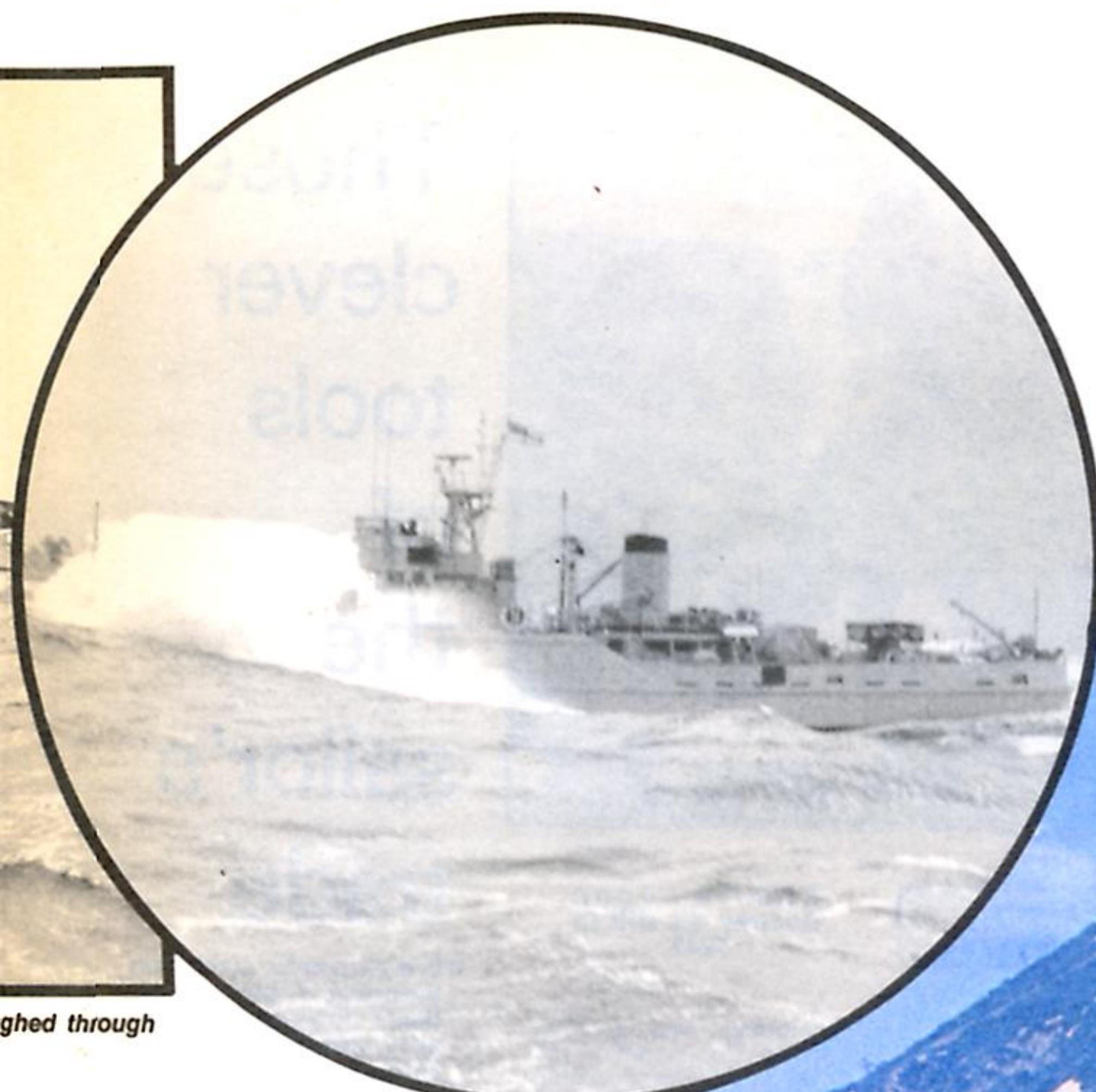
Commodore Robert Hastie, Commodore List 3, Royal Naval Reserve, when asked about the role of the seagoing R.N.R. in the 80's, said that the emergence of the deep-mine threat had brought forward a requirement for a new type of minesweeper.

"The R.N.R. has been given the important task of developing new techniques to deal with this threat," he said.

"A new class of ship has been designed. The R.N.R. will man and train in these ships, as soon as they become available from the builders."

"We are proud to know that the Royal Navy has that sort of confidence in us."

"I see a continuing demand for the highly cost-effective Naval Reserve with, as far as is possible with part-time volunteers, a full integration into the Royal Navy."



ghed through

ked as many as 18 hours a day, in mining areas, sweeping in pairs and hunting for mines which, in a man, would pose a deadly threat to

the anchorages were free, except least and least dangerous mines in

Mother vessel

when they were not sweeping, the ships anchored close to the mother ship, R.N.S. Abdiel, carrying out essential refuelling or taking on stores.

First fortnight of the exercise, the crews had just one chance of shore leave, a little holiday village referred to as "a tiny speck on a sand dune."

End of these two weeks, Royal Air Force aircraft from Brize Norton carried out a most complete crew change by shuttle flights to Lisbon.

Lisbon visit

R.N.R. crews, the ships sailed from Gibraltar for operational sea training, before returning to Lisbon for a

ones therefore had a four-day call on the "cultural" activities ranging from the summer palace at Sintra to the (both educational in their fashion!).

Refuelled at sea

On transit back to the U.K., the R.N.R. fuelled at sea from R.F.A. Grey, operation being as much a first time exercise as for most of the squadron.

Conona summed up the complete exercise with these words —

"Results obtained during Open Gate exceeded my expectations, and must rank as comparable with those expected from a full squadron. The outcome can do much to enhance the status of the R.N.R."



Above — The colourful scene as, in good weather, H.M.S. Crofton (Mersey Division) heads towards the Rock of Gibraltar during the R.N.R. exercise.

Left — Some relaxation, if that's what you call it, for members of Forth Division R.N.R. during the visit to Gibraltar.

Right — All our own work. Men of Tyne Division R.N.R. and members of the Fleet Clearance Diving Team admire the results of their handiwork in recovering exercise mines in the approaches to Lisbon.



Ships taking part in Exercise Open Gate were —

H.M.S. Crofton, Mersey Division, Liverpool; H.M.S. Upton, Ulster and Tay Divisions, Belfast and Dundee; H.M.S. Kellington, Sussex Division, Hove; H.M.S. Hodgeson, Clyde and Ulster Divisions, Glasgow and Belfast; H.M.S. Alfriston, Solent Division, Southampton; H.M.S. Glasserton, London Division; H.M.S. Venturer, Severn Division, Bristol; H.M.S. St David, South Wales Division, Cardiff; and H.M.S. Breton, Tyne and Forth Divisions, Newcastle and Edinburgh.

Pictures by PO(Photos)
Roger Smart
and Bill Felters.

How to win battles and lose friends

"He does not suffer fools gladly" is a description which immediately brings caution into human relationship, and it was never more true than in the case of Admiral John Godfrey, who made his outstanding contribution to the Service as Director of Naval Intelligence from 1939 to 1942.

In "Very Special Admiral," by Patrick Beesly, the author's task in recording achievement was a piece of cake compared with attempting to explore such a complex personality.

First of all he was an intellectual in the Navy, which some would regard as an environment not entirely in keeping with his culture.

As with so many men given to ill-temper, he was a charming host, contemptuous of lesser mortals, fiercely loyal to subordinates, and capable of driving blindly along the road of highest standards until he knocked aside every other driver he met.

He fell foul of Churchill (not

very difficult) and Dudley Pound (who sacked him). His colleagues in the Army and Royal Air Force finally refused to work with him.

Why then are such claims made for his contribution to the war effort?

When war came in 1939 the Navy had suffered 20 years of cheese-paring, leaving an aftermath which Churchill did not seem to appreciate. He always did expect the impossible.

Admiral Godfrey, out of nothing, used his ruthless drive and organizing ability to create an intelligence department, and undoubtedly suffered the

tension of Churchillian abuse. In this period of strain he seemed at times almost to seek antagonism, springing either from his character or circumstances — or probably both.

NO RECOGNITION

He got the push just when his DNI work was beginning to show fruit, and then had repudiated the promise made to him of a sea command. He was the only admiral who received no recognition for his wartime service.

The record, as opposed to personal acquaintance with Admiral Godfrey, could give

an impression of a pretty impossible man, and one (professionally) to be avoided.

In fact, were he the man some might suppose, he would have gone on to be embittered. This was not the case. Despite the harsh treatment meted out by the Service, he made no complaints. His naval memoirs displayed "a decent reticence and complete freedom from vanity and self-justification."

Mr. Beesly's book is much more than the DNI account.

Admiral Godfrey's final

Admiral John Godfrey as DNI in 1942.

appointment was as Flag Officer Commanding the Royal Indian Navy, ending tragically in the mutiny of 1946, when, as some have said, he "over-reacted."

Who can say — and anyway what does it matter now? The fact is undeniable that John Godfrey was a most unusual naval officer, and from his key wartime organization came success. Mr. Beesly's book is a fitting tribute.

Publishers are Hamish Hamilton, the price £9.95.

WHY DREAMS OF AN 'ICE' SHIP MELTED

In the Second World War there was a character who found that if particles of wood were suspended in water before it was frozen, then the resultant ice remained stable even when the outer case thawed.

Therefore he persuaded Earl Mountbatten that it would be possible to build a huge iceberg aircraft carrier, torpedo-proof and unsinkable.

True or false?

It was true enough, and indeed an experimental vessel 60ft. long and 30ft. wide was constructed in Canada. Believe it or not, a single one-horsepower engine was powerful enough to keep the craft from melting throughout a hot summer.

Unfortunately for the history of crazy inventions, the year was now 1944, and the need for such a giant carrier was not urgent. The invasion was soon to take place — well within fighter range of the greatest "aircraft carrier," namely Britain.

CRACKPOT

As in the case of so many warlike inventions, disappearance of need was not the only reason why the iceberg carrier did not materialize. There was criticism from conservative naval authorities in both Britain and the United States.

Perhaps they should not be blamed too harshly. After all, who would put his money on such a crackpot scheme?

The story is part of the remarkable record of science and war, told in "War Winners," by Ronald W. Clark, published by Sidgwick and Jackson (£7.95).

Once a war is over, all sorts of reasons may be conjured up for victory or defeat, but it is true that many inventions could without doubt have been decisive, had the military had the vision to use them properly.

In the First World War the

Those clever tools of the sailor's trade

When electronics arrived on the bridge of ships, navigational instruments ceased to be specifically nautical, though descendants of early explorers may still be found around our shores. They are called yachtsmen, and those without limitless chequebooks meander their way overseas, subtracting a bit for drift, or adding for tide, and somehow finding themselves near a comforting light to confirm their hopes or increase their fears.

Nowadays, with an unfailing "where am I" push-button service instantly available, navigation has ceased to be an art, even for the majority of recreational sailors.

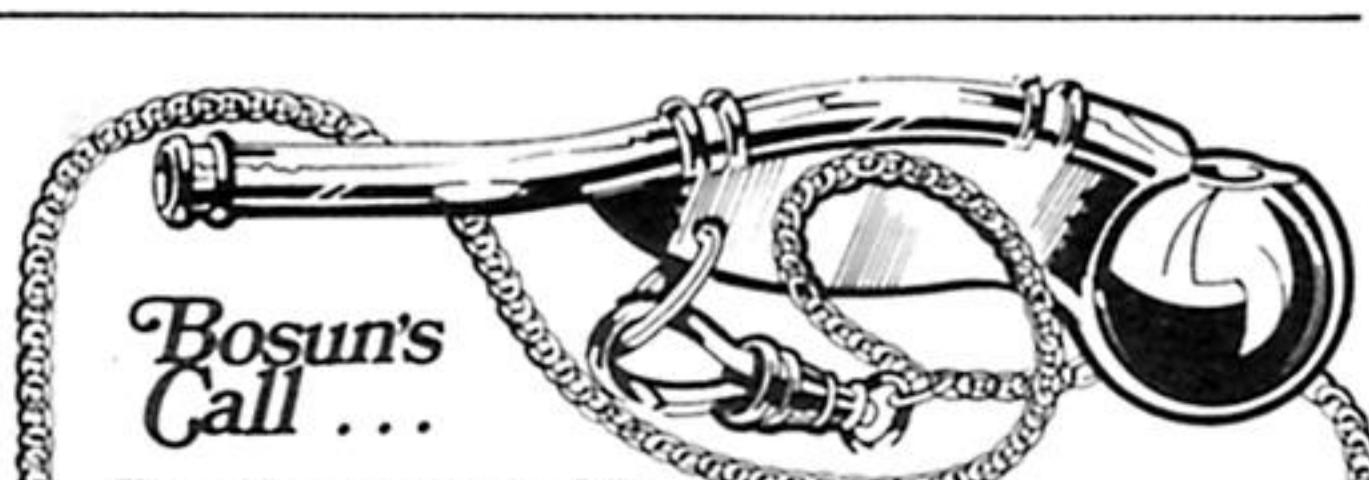
Interest in the old instruments is, however, growing apace, with more and more collectors chasing even fewer prizes. But the bargains are still to be found, the problem being often one of recognition.

INGENIOUS

Newly published is a book for this hobby, entitled "Marine Navigation Instruments," by Jean Randier, available from John Murray (price £17.50). If the price causes a pang, it will be at least eased by the quality of the work. The ingenious tools of the trade lend themselves to illustration and colour, the volume being packed with pictures to help the collector and absorb the general reader.

The author, whose book has been translated from the French, has already been awarded prizes for his work by both the Academie de Marine and the Academie Francaise.

The printers have done him proud in a valuable reference which gives the history of marine navigation from the great Portuguese voyages of the 15th Century up to the 1900s.



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Big guns still cast a spell



The massive after 15in. turrets of the battleship H.M.S. Queen Elizabeth. This 1915 photograph is from "Battleships of the World 1905-1970," published by Conway Maritime Press Ltd.

DOGGEREL-WATCH

Love of a ship, missing a girl, death of a pal, the tension of war — these are the emotions predominating in the minds of sailors inspiring some of them to poetry.

Author John Winton, in "Hands to Action Stations," has made a selection of naval verse from the Second World War, ranging from "unabashed doggerel to work by poets of stature."

There is a "Prayer from Stripey" —
O Lord abuv send down a dove
Wit wings as sharp as razors
To cut the throats of them there blokes
Wot sells bad beer to sailors.

Even in war there is hope when this can be written (an eye-witness of a bird-like Italian seaplane gunned down off Zante in Greece by three fleet fighters with an easy target):

Yet, when the splash
Quenched the bright flame and left poor wreckage of the
crash
Then suddenly the shouts died on our lips
And silence came among the grim grey ships;
While Zante, on the beam,
Cloud-dappled lay, as lovely as a dream.

The fun is never far away in naval verse, and many are the parodies. Here are the final lines of a parody by "Yvette," a Wren:
If you can meet a new girl every minute,
And not be faithful to a single one
Yours is the world and every woman in it
But what is more, you'll be a cad, my son.

"Hands to Action Stations" is published by Bluejacket Books, BrynClwyd, Llandyrnog, Denbigh, Clwyd, LL16 4HP (price £2.95 plus 30p post and packing).

More yarns from Jones the Salt

Nautical, racy, or filthy are descriptions which could be applied to the language of Tristan Jones, sailor, yachtsman and author, who in his latest book adds extra spice with naughty words in French.

However, whether one is becoming used to Tristan's style (or perhaps that of the B.B.C.) it has to be admitted that this time the adjectives seem somewhat less obtrusive.

The little Welshman is certainly quite a lad. Two previous books, "Ice," and "The Incredible Voyage," told of adventures which make afeat like rowing the Atlantic seem as demanding as a Sunday picnic.

Now he has written "Saga of a Wayward Sailor," which spans the years between the events which produced his other works.

Tristan records that he was born at sea. During the Second World War he joined the Royal Navy and was a survivor three times before he was 18.

OO-LA-LA

Worse was to come. Lying cosily in the forepeak of his yacht with his oo-la-la, in a sleepy French town, he was rudely interrupted by an English battleaxe in tweeds. By some misunderstanding the Anglaise believed she was to join Tristan as crew. And there she was.

Feminine flimsies draped around the place made her snort, but she was there to stay. Mademoiselle hastily covered her requirements and departed, bewildered by a totally unknown form of foreigner only vaguely

recognisable as female.

This incident occurred while our sailor was crossing France in his boat Cresswell, using the Canal du Midi. His permanent companion, the three-legged one-eyed dog Nelson, was now joined by Miss Jolly Hockeysticks, "terribly English" bishop's sister.

Everything of course happens to Tristan. Before the expulsion of Fifi he had been arrested as a spy by the Soviet Navy in the Baltic, and extricated himself from discovery with a stolen cargo of 200 Edam cheeses aboard while passing through Holland.

There is a fiddle with alleged Gibraltar apes, followed by shipwreck off the Azores, where of all the thousands of yachts seeking the sun, the one with Tristan aboard is inevitably the one which gets a flip from a whale's tail.

"Saga of a Wayward Sailor" is published by The Bodley Head (£5.95).

IN BRIEF

MAJOR WORK ON DESERT WAR

"The Crucible of War — Western Desert 1941," the first of three books by Barrie Pitt on a key theatre of the Second World War, bringing together years of research, newly-released documents and scattered accounts into a monumental work likely to be a standard reference for a long time to come. Publishers are Jonathan Cape (price £8.95).

"The Spirit of London's Rivers," by L. M. Bates, published by Gresham Books (price £7.95). The author has spent a lifetime around and on the river, including some hectic service there with the Royal Navy during the Second World War.

"The Diplomatic Sailor," by John Parkinson,

Although by the end of the Second World War battleships were obsolete, they still played a part to the final stages.

After the D-Day invasion, German resistance strengthened in the Caen area of France, causing deepening anxiety over this delay, but bombardment by the Royal Navy — and the battleship Rodney in particular — so hampered the enemy that their troop movements became virtually impossible. Defeat was inevitable.

A reminder of this last kick, and of the continued fascination of the battle wagon for warship enthusiasts, is contained in "Battleships of the World — 1905 to 1970," by Siegfried Breyer, published by Conway Maritime Press (price £25).

The author is a leading German authority on capital ships and warship design, this latest work being a photographic dossier covering every battleship or battle cruiser built since the Dreadnought of 1905.

It is based on photographs selected from the archives of the Library of Contemporary History at Stuttgart, many of the pictures being unfamiliar to the English-speaking world.

DRAMATIC PICTURES

The book's large format is appropriate to the subject, allowing the most dramatic use of the illustrations. The 400 pages contain 570 photographs and 44 line drawings, offering a record which would be the delight of any warship enthusiast.

Further books of reference now available include "Submarines and Fast Attack Craft," by Bernard Ireland, published by Ian Allan (price £5.95). This is the third in a trilogy presenting a compact and up-to-date reference work.

Says the author in his preface: "Though there exist enthusiastic lobbies for exotica such as hydrofoils and surface effect craft, it is unlikely that these will have any significant blue-water impact for the foreseeable future."

E. L. Cornwell's 'Warships in Action Today' is another Ian Allan publication (price £5.50).

The author offers the opinion that the naval trend today is away from the multi-capability or general-purpose ship towards vessels (usually smaller than those they replace) designed and equipped for a specialized role.

The book makes no claim to include ships of every nationality, but explains that the objective has been to produce an interesting picture book giving a reasonably balanced coverage of the warships in service around the world at the present time.

Helping to satisfy an appetite which shows no sign of fading, the National Maritime Museum has produced "The Ship" — a series of ten books about the development of merchant vessels and specialized vessels of war.

The four now available are "Long Ships and Round Ships," "Steam Tramps and Cargo Liners," "Steam, Steel and Torpedoes," and "Dreadnought to Nuclear Submarine," each of them by a specialist writer on the subject.

Each book costs £2.95 and is available from Her Majesty's Stationery Office. The remaining six titles will be published in 1980-81.

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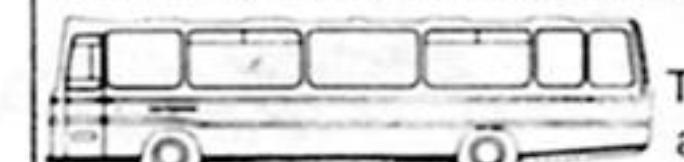
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REUNIONS

The 15th memorial service and dinner dance held at Rhyl, North Wales, for survivors of H.M. Ships Edinburgh and Trinidad which were lost in the North Arctic in May 1942, and for members of the rescue ships Harrier, Gossamer, Foresight and Forester attracted the biggest-ever muster with 1,150 survivors and their families attending. At the service in St Thomas's church, attended by the Lord Mayor and Mayoress, greetings from survivors from all parts of the world were read out. There has been an enthusiastic response for the efforts being made by H.M.S. Edinburgh and North Russia Survivors Association to have the North Russia theatre of war recognized. Shipmates Bill and Joan Daly recommended all survivors to contact their local M.P.s and R.N.A.s to approach the Government to speed this matter.

H.M.S. King Alfred reunion held at Lancing College May 3 and 4, was attended by over 230. Admiral Sir Derek Empson accompanied by Lady Empson presided. Guests included the Ven. Ray Roberts, chaplain of the Fleet, Admiral Sir Anthony Morton, Vice-Chief of Naval Staff, Mr. Ian Beer Headmaster of Lancing College and Mrs. Beer, Cdr. and Mrs. Woodward and the captain of the school, Mark Hewlett.

Mr. Thomas R. Morgan, 23 Brook Farm Drive, Poolbridge, Malvern, Worcs WR 143 SG, telephone 06845-67732 would be very pleased to know if there are any plans to hold a reunion for ex-members of H.M.S. Sheffield, known as the "Shiny Sheff," of 1936.

Former stoker PO George Phillips, 66 Maylands Road, Bedhampton, Havant, Hants, PO9 3NR would like to know if there is a reunion planned for H.M.S. Birmingham wartime ship's company.

The R.N. Hydrographic School reunion takes place at Devonport Services Rugby Club on July 14, at 1900. For details contact the First Lieut., R.N. Hydrographic School, H.M.S. Drake, telephone 0752-555980.

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BRANCH NEWS

of Sittingbourne's new standard at St George's Chapel, H.M.S. Pembroke, on May 17. At the parade which followed Capt. K. D. E. Wilcockson, of Pembroke, to whom shipmates send their vote of thanks, took the salute. The dance in the evening to music by "The Jets" was a sell-out.

Jubilation in West Ham when the "Hammers" won the F.A. Cup. Their thanks to all branches who sent their congratulations, especially Worcester, Harwich and Enfield.

It's all systems go at Edgware and Mill Hill for a standard dedication at a Drum Head Service in September. The standard will be dedicated to the memory of National vice-president Charles H. Wheeler, who was also president of the local branch.

It is hoped that all branches of the association will be represented. For details contact Shipmate Ron Joy, 23, Hartley Close, Mill Hill, London NW7 2HY.

A talented group of ladies —



wives of some of the members of Dafford — entertain at branch parties and socials and have become so popular that they are being asked to perform at a variety of other functions for elderly and disabled people.

Fund-raising activities by members of Welwyn Garden City raised £200 for the upkeep of Pembroke House Ambulance. Shipmates have decided to raise a similar amount each year for this purpose, apart from raising funds for other deserving causes.

From Wymondham comes a last-minute plea to support the area R.N.A. fete at Kings Head Meadow (2 p.m.-6 p.m.) on Saturday, July 19. There will be stalls, tombola and displays and, of course, refreshments and a bar and a chance to see the latest racing car from Lotus Cars.

The news that Capt. R. I. Tiddy, the general secretary, is retiring on health grounds after six years with the Association, brought Conference to a halt.

Delegates rose to their feet and in a thunderous ovation acknowledged not just his work for the Association but his popularity.

As a farewell gift from shipmates and a mark of their respect and friendship, the President, on their behalf, presented Capt. Tiddy with the keys of a new Vauxhall Cavalier 1600. Other tributes included a silver tankard from members of the national council.

If Capt. Tiddy was overwhelmed by these gifts, he was in for another surprise when Mrs. Alf Woonton, wife

Saying it with flowers for Capt. Tiddy!

of the chairman of No. 1 Area, pictured with him here, presented him with a bouquet of flowers. These of course were not for Capt. Tiddy, but for his wife.

Lifeboat named Barham

To commemorate those who lost their lives in H.M.S. Barham, sunk on November 25, 1941, a new lifeboat to be named RNLI Barham will replace the Khami lifeboat at Gorleston-on-Sea, Great Yarmouth.

Like the Khami the new boat will be of the Waveney class and will give roughly the same

range and speed — 175 miles at full speed of 15 knots.

The name Barham is being given to the new boat at the request of a Walton man, Mr. Colin Stringer, who died on January 5, leaving £130,000 to the RNLI.

Mr. Stringer's brother, Lieut. Howard Brian Stringer, aged 26, was among those killed when H.M.S. Barham was sunk.

PEN-PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Ginnette (32), divorced, 5ft. 9in., brown hair, blue eyes, three children, Portsmouth.

Debby (19), single, 5ft. 9in., blonde hair, blue eyes, N. Ireland.

Julia (19), single, 5ft. 5in., fair hair, green eyes, London.

May (30), single, 5ft., brown hair, brown eyes, Worcester.

Caroline (17), single, 5ft. 4in., fair hair, blue eyes, Fareham, Hants.

Hazel (16), brown hair, blue eyes, Knutsford, Cheshire.

Mary (29), divorced, 5ft. 3in., brown hair, green eyes, Thetford, Norfolk.

Marcelyn (23), single, 5ft. 5in., brown hair, Shepton Mallet, Somerset.

Pam (24), single, 5ft. 5in., brown hair, blue eyes, Weymouth, Dorset.

Barbara (20), single, 5ft. 2in., brown hair, brown eyes, Weymouth, Dorset.

Jane (18), single, 5ft. 4in., brown hair, blue-grey eyes, Birmingham.

Patricia (40), divorced, brown hair, blue-grey eyes, two children, London.

Margaret (39), divorced, 5ft. 7in., brown hair, brown eyes, one son (11), Manchester.

Susan (20), single, 5ft. 4in., brown hair, hazel eyes, Doncaster, Yorks.

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Anne (23), divorced, 5ft. 4in., dark hair, brown eyes, Plymouth, Devon.

Samantha (33), divorced, 5ft. 4in., blonde hair, brown eyes, Plymouth, Devon.

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Janine (28), divorced, 5ft. 3in., brown hair, brown eyes, Petersfield, Hants.

Angela (17), single, 5ft. 2in., brown hair, brown eyes, Hampton, Middx.

Fiona (19), single, 5ft. 4in., blonde hair, green eyes, Edinburgh.

Caroline (18), single, 5ft. 7in., brown hair, green eyes, Edinburgh.

Kay (16), 5ft. 1in., fair hair, green eyes, East Calder, West Lothian.

Karen (18), single, 5ft. 6in., ginger hair, green eyes, Norwich.

Maureen (22), single, 5ft. 4in., brown hair, brown eyes, Norwich.

Margaret (17), single, blonde hair, blue eyes, Sunderland, Tyne and Wear.

Elaine (17), single, 5ft. 6in., brown hair, green eyes, Swindon, Wiltshire.

June (23), single, 5ft. 2in., brown hair, brown eyes, Newcastle-upon-Tyne.

Margaret (29), divorced, 5ft., brown hair, one son, Mountain Ash, Glam.

Shirley (34), divorced, black hair, green eyes, Newhaven, Sussex.

Isabel (30), divorced, 5ft. 3in., blonde hair, blue eyes, Luton, Beds.

Fred (32), divorced, 5ft. 8in., brown hair, green eyes, one son (three), St. Helens, Merseyside.

Susan (21), single, 5ft. 8in., brown hair, blue eyes, West Norwood, London.

Julie (16), 5ft. 1in., blonde hair, Romford, Essex.

Lynne (17), single, 5ft. 2in., Romford, Essex.

Margaret (26), single, 5ft. 9in., blonde hair, blue eyes, Catrine, Ayrshire.

Charlotte (21), single, 5ft. 8in., brown hair, brown eyes, Preston, Lancs.

Stella (33), single, 5ft. 5in., brown hair, green eyes, Carvery Island, Essex.

Sandra (15), 5ft. 2in., blonde hair, blue eyes, Barnsley, S. Yorks.

Lois (17), single, 5ft. 1in., brown hair, green eyes, Mauchline, Ayrshire.

Angela (23), divorced, 5ft. 8in., blonde hair, one son (two), Weston-super-Mare, Avon.

Lynne (18), single, brown hair, hazel eyes, Bristol.

Tanya (17), single, 5ft. 4in., fair hair, green eyes, Bexleyheath, Kent.

Linda (24), single, 5ft. 7in., fair hair, hazel eyes, Fareham, Hants.

Debbie (18), single, 5ft. 5in., brown hair, blue eyes, Midhurst, Sussex.

Joyce (21), single, 5ft. 4in., brown hair, blue eyes, West Malling, Kent.

Paula (16), 5ft. 1in., blonde hair, brown eyes, Laugharne, Dyfed.

Lourdes (33), divorced, 4ft. 11in., dark hair, brown eyes, two children, Gainsby.

Helen (16), 5ft. 6in., fair hair, blue eyes, Haverfordwest.

Jean (36), divorced, 5ft. 6in., brown hair, brown eyes, Yeovil, Somerset.

Adrienne (16), 5ft. 7in., brown hair, blue eyes, Exeter.

Carol (33), divorced, 5ft. 4in., fair hair, blue eyes, two children, Milton Keynes.

Elizabeth (24), single, 5ft. 1in., brown hair, blue-grey eyes, Coventry.

Lynn (16), 5ft. 2in., brown hair, brown eyes, Harlow, Essex.

Susan (16), 5ft. 7in., brown hair, blue eyes, Exeter.

Meryl (33), widow, 5ft. 4in., brown hair, brown eyes, two children, Warrington, Cheshire.

Miss J (21), single, 5ft., brown hair, blue-grey eyes, one daughter, Maidstone, Kent.

Alison (15), 5ft. 7in., brown hair, blue eyes, Gloucester.

Linda (24), single, brown hair, brown eyes, Epping, Essex.

Bernadette (25), single, 5ft. 5in., brown hair, brown eyes, S. Weymouth.

Sandy (33), divorced, 5ft. 7in., fair hair, blue eyes, Birmingham.

Ruth (16), 5ft. 7in., brown hair, blue eyes, Gloucester.

Angela (16), 5ft. 7in., brown hair, hazel eyes, Gloucester.

Eileen (17), single, 5ft. 5in., brown hair, blue eyes, Stoke-on-Trent, Staffs.

Jan (19), single, 5ft. 2in., brown hair, brown eyes, Manchester.

Margaret M (28), divorced, 5ft. 2in., black hair, blue eyes, one son, Mountain Ash, Glamorgan.

Barbara (17), single, 5ft. 9in., brown hair



Conference delegates march to H.M.S. Victory for the Drumhead Service.

March of progress!

CONFERENCE REPORT

Perhaps it was the sea air, or the effect Pompey has on sailors. Whatever the reasons, the mood of the 43rd Conference, attended by a record 150 delegates, was one of jaunty self-confidence.

Eighteen motions were debated, five were carried, three withdrawn and the rest defeated at H.M.S. Nelson.

In his welcoming address, Commodore W. E. C. Perkins, Commodore of Nelson, capturing the mood of delegates, set Conference off in light-hearted mood by "swinging the lamp" as good as the next.

President of the Association, Vice-Admiral Sir Ernle Pope, presenting his report, confirmed that shipmates had every reason to feel buoyant. Thanks to their efforts, he said, 1979 had been a successful year both in terms of finance and increased membership.

APPRECIATED

He thanked delegates and branches for their tremendous support to the Central Charities Fund. Due to their efforts and generosity, he said, Pembroke House now has its own ambulance, which is greatly appreciated by the residents.

Referring to the Association's charitable cause for 1981, Admiral Pope said that the charities subcommittee, subject to the approval of Conference, would jointly support the Ex-Services Mental Welfare Society and the British Limbless Ex-Service Men's Association (BLESMA). The proposal was carried.

During the volume of business

CONFERENCE REPORT

discussed in morning and afternoon sessions there was no hint of "aggo" as delegates took the microphone to voice their views, however strongly, on the motions under debate.

After an inspiring plea by Llanelli, the motion to hold the 1982 conference in Wales was carried overwhelmingly, as was the proposal by Lossiemouth to hold the 1983 Conference in Scotland.

TICKETS

Most of the morning session was spent on a lengthy debate on the system of allocating reunion tickets. Branches who had failed to secure tickets for the 1979 reunion were quick to defend the speed with which they had applied and how the "first come, first served" system had not worked for them.

Shipmate D. C. Gough, national council member, No. 6 Area, suggested an alternative way of allocating tickets by proportional representation. The method, he said, would guarantee a fairer distribution of tickets. It was agreed his suggestion was worth investigating.

The proposal to hold a reunion every year received strong support from the floor until the difficulties involved in organising such an event were explained by Capt. R. Tiddy, the general secretary.



Jock retires

For Shipmate Jock Verth (Bill to some), this year's conference is the last he will attend. After 11 years with Headquarters, he has decided the time has come to take things easy. Jock (left) joined the Navy in 1916 and has been a member of the R.N.A. for many years. To mark his retirement, the President, on behalf of shipmates, presented him with a £300 cheque.

After further discussion, the motion was defeated.

Proposals for changes in the Association's rules, embracing finance, administration and standards were debated vigorously — and in some instances, emotionally — but all were

defeated. It was agreed, however, that at the Area standard bearers competition, the judges should be drawn from a neutral area. Representation will also be made to get an increase in funeral benefits.

Conference closed on a peaceful note with delegates agreeing that a

special prayer be available for use at the burial of Association members and a competition held to select the most suitable prayer. This proposal, by the Isle of Wight, was carried overwhelmingly.

Socially, Conference was a big success, the climax being a charity dance held in the Warrant Officers' and Chief Petty Officers' Mess in H.M.S. Nelson, with dancing to music of the Band of the Royal Marines, C-in-C Naval Home Command.

MARCH

• Led by the Royal Marines Band of C-in-C Naval Home Command and the Royal Naval Display Team guard, 300 delegates marched through the gates of H.M.S. Nelson for a Drumhead Service at H.M.S. Victory on the Sunday morning. Fifty standards were displayed.

After the service the salute was taken by Vice-Admiral Sir Ernle Pope in the Nelson gymnasium.

Briggs trophies

Presenting the awards to the branches and area which had recruited the most members in 1979, the President said two of the trophies donated by former President of the Association, Rear-Admiral T. V. Briggs, would take his name.

The following presentations were made: Briggs Silver Rose Bowl (for branches with fewer than 30 members) — Newbury; President Briggs Dirk (large branches) — Scarborough; Sword of Honour (area) — No. 11 Area.

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You could travel — we are based in Cheltenham, but we have other centres in the U.K., most of which, like Cheltenham, are situated in environmentally attractive locations. All our centres require resident Radio Technicians and can call for others to make working visits. There will also be

some opportunities for short trips abroad, or for longer periods of service overseas.

You should be at least 19 years of age, hold or expect to obtain shortly the City and Guilds Telecommunications Technician Certificate Part I (Intermediate), or its equivalent or the TEC in Telecommunications / Electronics, and have a sound knowledge of the principles of telecommunications and radio, together with experience of maintenance and the use of test equipment. If you are, or have been in H.M. Forces, your Service trade may allow us to dispense with the need for formal qualifications.

Pay scales for Radio Technicians start at £4640 per annum rising to £6525, and promotion will put you on the road to posts carrying substantially more; there are also opportunities for overtime and on-call work paying good rates. A non-contributory pension scheme provides cash and pension benefits based on salary and length of service. Annual leave is 4 weeks plus 10½ days public / privilege holidays. Registered disabled people may be considered.

Get full details from our Recruitment Officer, Robby Robinson, on Cheltenham (0242) 21491, Ext. 2269, or write to him at the address below. We will invite suitable applicants (expenses paid) for interview at Cheltenham.



CALLING OLD SHIPMATES

PO N. Grove, SR's Mess, H.M.S. Rooke, BFPO 163, Gibraltar, would like to contact his old chums who "survived Ganges in the early 60's 45 Recruitment," particularly those of "Drunken" Duncan 9 Mess whose instructors were PO Alford and POCK Brinn.

PC D. H. Wickham, of The Police House, Station Road, Plumpton, Green, near Lewes, Sussex, BN7 3BZ, is trying to trace former members of

OBITUARY

Shipmate John Yeoman, founder member and secretary Billington and Whalley, May 6, aged 65.

Shipmate Albert Cox, vice-president Sittingbourne.

Shipmate John Bostock, former Cdr. R.N. president Sittingbourne.

Shipmate Leonard Toms, Torbay, May 9, aged 72.

Shipmate Ted Wilby, Sheffield.

Shipmate John (Jack) Yates, Burnley and Pendle, May 20, aged 80.

Shipmate Edward (Bill) Hindby, vice-chairman Stourbridge, May 3, aged 56.

Shipmate Robert (Bob) Burford, Stourbridge, May 7, aged 69.

Shipmate Ron Roshier, Basingstoke, April 28.

Shipmate A. Edmundson, founder member and secretary Wear, April 8.

Shipmate Walter (Tug) Wilson, vice-president Basingstoke, May 30, aged 85.

H.M.S. Plumpton, the Ascot-class paddle minesweeper launched in 1916 and beached on the Belgian coast on October 19, 1918, after hitting a mine.

Mr. Johan van Leer, 230 Bay Street, Santa Monica, Ca 90405 U.S.A. would like to contact members of the crew of the submarine H.M.S. Tradewind which sank the Japanese trooper Yunyo Maru off Muko-Muko, West Sumatra, in the afternoon of September 18, 1944.

Mr. W. E. Van-Den-Bergh, 99, Mornington Crescent, Hounslow, Middlesex, TW5 9SU, would be pleased to hear from old shipmates who served in H.M.S. Kandahar from December 1926 to 1953.

Mr. C. T. Martin, former CPO coxswain, 5 Hawthorn Close, Denstone, Uttoxeter, Staffs ST14 5HB, would like to get in touch with former members of the ex-USA four stacker H.M.S. Charlestown 1943-44 and H.M.S. Peacock 1944-47.

Cdr. G. H. House RN (retd.), Copford Place, Colchester, Essex, vice-president Chelmsford R.N.A., would be pleased to hear from Lieut.-Cdr. Cole R.N. (retd.), ex-CPO Stevens, ex-OS Angus McLeod and any of the ratings, including the five wounded, sent from R.N. Barracks, Portsmouth on June 11, 1940, in the tug Fair Play 11 for that day and night off St. Valery.

Mr. Eric Drummond (ex Rum Rat), 5 Green Way, Scarcroft, Leeds LS14 3BJ, would like to hear from any of his old shipmates of H.M.S. Serene 1945-47 with view to arranging a get-together.

Mr. James Eland, 5 South View, Haslingden, Rossendale, Lancs, is anxious to get photographs not less than 8in. by 12in. of the following H.M.S.s. Norfolk (1945-47); Nigeria (1947-48); Flamingo (1948-51). Any expenses incurred will be forwarded by return.

GCHQ

Recruitment Office

Government Communications Headquarters

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What better way to commemorate the continuance of one great tradition, the line of "Invincibles", than to revive another - British Navy Pusser's Rum.

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doubtful water with which it might have been mixed as "grog", and very strong - 95.5% proof, in keeping with Admiralty Regulations!

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THANKS A MILLION!

The Editor
"Navy News"
HMS Nelson
Portsmouth
Hants

Mike W Crowhurst
57 Beaconsfield Avenue
East Cowsham
PO6 2PS
12 5 1980

Dear Sir

Now that I am recovering from my grief after losing my dear wife last September, may I ask you to publish this letter so that I may thank the various people and organisations who assisted me during my crisis.

My wife fell ill and was admitted to hospital in November 1977 to have a Cancer removed. This operation was only a partial success but from that time until I left the Navy in December 1978, I encountered only kindness and constructive assistance.

The two Commanding Officers of HMS Vernon at that time and my Divisional Officer were absolute towers of strength to me and worked tirelessly on my behalf, ensuring that I was available at all times to nurse my wife and care for my four children, then aged 11, 10 and twins aged 4. From November 77 until March 78 the twins were suffering from Whooping cough, so I was on to a full time task with their care alone.

My Shipmates carried my workload, as I was only in reality a make weight on Ships books, they also ensured that the children had little extras such as fresh fruit and that my wife had flowers.

The Welfare Organisations were also superb, keeping a very careful watch on the situation and making recommendations to assist others to act.

Finally, the Royal Naval Benevolent Trust Their assistance has been really helpful. When I was on unpaid leave from January 78 until May 78, they cleared up most of my outstanding debts, which whilst not amounting to a fortune, were certainly enough to cause me a great deal of anguish. Even now, having left the Navy, they have assisted. When my wife died I had to leave work to look after the children, because of their rate of growth and the fact that, through an administrative slip, I was left without £18 per week Child Benefit from October until mid March, I was becoming rather desperate financially, the children were beginning to make do with Hand me Downs and Jumble and I could not pay the Gas bill, so more in hope than anything else I applied to the RNBT. Again they came up trumps, paying the Gas bill and giving me the chance to apply to the Trafalgar Day Orphan Fund for a grant to purchase clothing for the children. An award was made and the pleasure the children and I had in selecting clothes with style and quality was immeasurable.

I am at the moment trying to find employment compatible to school hours and gradually picking up the pieces. When everything does once again fall into place, it will be with very deep gratitude that I will look back to all of the kind assistance and sympathetic consideration that my Family and I have received.

I will also ponder on the completely wrong thoughts that I and I am sure others, have of the Divisional Organisation, Welfare Organisation and of the RNBT.

I feel that I am proof that, in cases of real hardship, the system does work and WORKS WELL.

Thank you all for all that you have done.

Yours in gratitude,

Mike W Crowhurst



Picture: LA(Phot) R. P. Burch

The system works! According to ex-PO Mike Crowhurst, the Navy's welfare organization and the RNBT combined to make life a lot easier for him and his children during a time of strain and hardship.

In an open letter of thanks to the people and organizations who assisted him during his crisis, Mr. Crowhurst writes:

"... it will be with deep gratitude that I will look back to all of the kind assistance and sympathetic consideration that my family and I have received.

"I will also ponder on the completely wrong thoughts that I, and I am sure others, have of the Divisional Organisation, Welfare Organisation and of the RNBT.

"I feel that I am proof that, in cases of real hardship, the system does work and WORKS WELL."

Mr. Crowhurst left the Royal Navy in 1978 after 24 years' service. His last job in the Navy was as a Petty Officer (Sonar) in H.M.S. Vernon.

HELP WITH BILLS

So far the RNBT has been able to help Mr. Crowhurst by meeting certain bills, and with grants for his children's clothing from the Trafalgar Day Orphan Fund, which is administered by the Trust.

Mr. Crowhurst's letter is reproduced on the left. He and his children are pictured above. From left to right are Andrea, Natalie, Mr. Crowhurst, Darren and Tania. Natalie and Darren are twins.

How the Trust helped Angela to hear freely

The RNBT didn't turn a deaf ear when CPO Geoffrey Holloway asked for help.

And the result was that his 12-year-old daughter, Angela, was soon able to use the latest radio technology to help her hearing.

Angela was born deaf. Although both ears are severely affected, her intelligence is above average, and she is now attending Summerfield School for Deaf Children. She entered Summerfield —

the equivalent of a grammar school — unable to speak, but she is now developing well. She has been considerably helped, both at school and home, by hearing aids.

Until recently, children at Summerfield were virtually "chained" to their desks by the heavy headset which each child wore. Teachers, too, were

restricted by a microphone and amplifier.

When the children left the room, the apparatus had to be removed and replaced by something smaller, less powerful and, consequently, less efficient.

Now a newly-developed FM radio hearing aid has replaced the bulky group aids at Summerfield. Each child wears a radio receiver and the teachers use radio microphones — all completely free of leads which have to be plugged in.

The new aid is particularly useful outside the classroom for school visits, domestic science and handicrafts.

But the FM radio hearing aids are expensive, and although Summerfield had bought a number of them, it was preferable that each child have his or her own set. Mother and father could then have their own "mike", and the set could be used at school and at home.

CPO Holloway and his wife asked the RNBT to help. After

taking advice from a consultant surgeon, the Trust speedily approved a grant of £539 to cover the cost of Angela's new hearing aid.

Fewer sailors ask for aid

Nearly £317,000 was given out in grants and annuities by the RNBT last year — despite an unexpected drop in applications for help.

Total expenditure by the Grants Committee for the year ended March 31 was £316,917, just over £62,000 more than the previous year.

Yet there was an appreciable drop in applications from serving men and their families. A total of 168 grants were made to serving personnel, against 295 the previous year, and the over-

all number of applications was also well down.

It is thought that last year's Service pay increases, and the very mild winter, contributed to the reduction in applications.

Average grant to serving personnel was £87, about £20 more than the previous year. The average grant overall was about £75.



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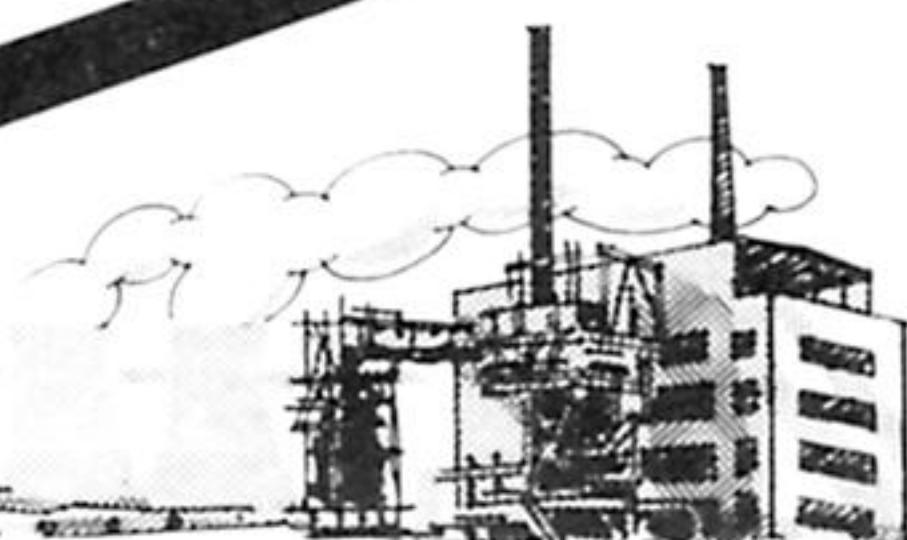
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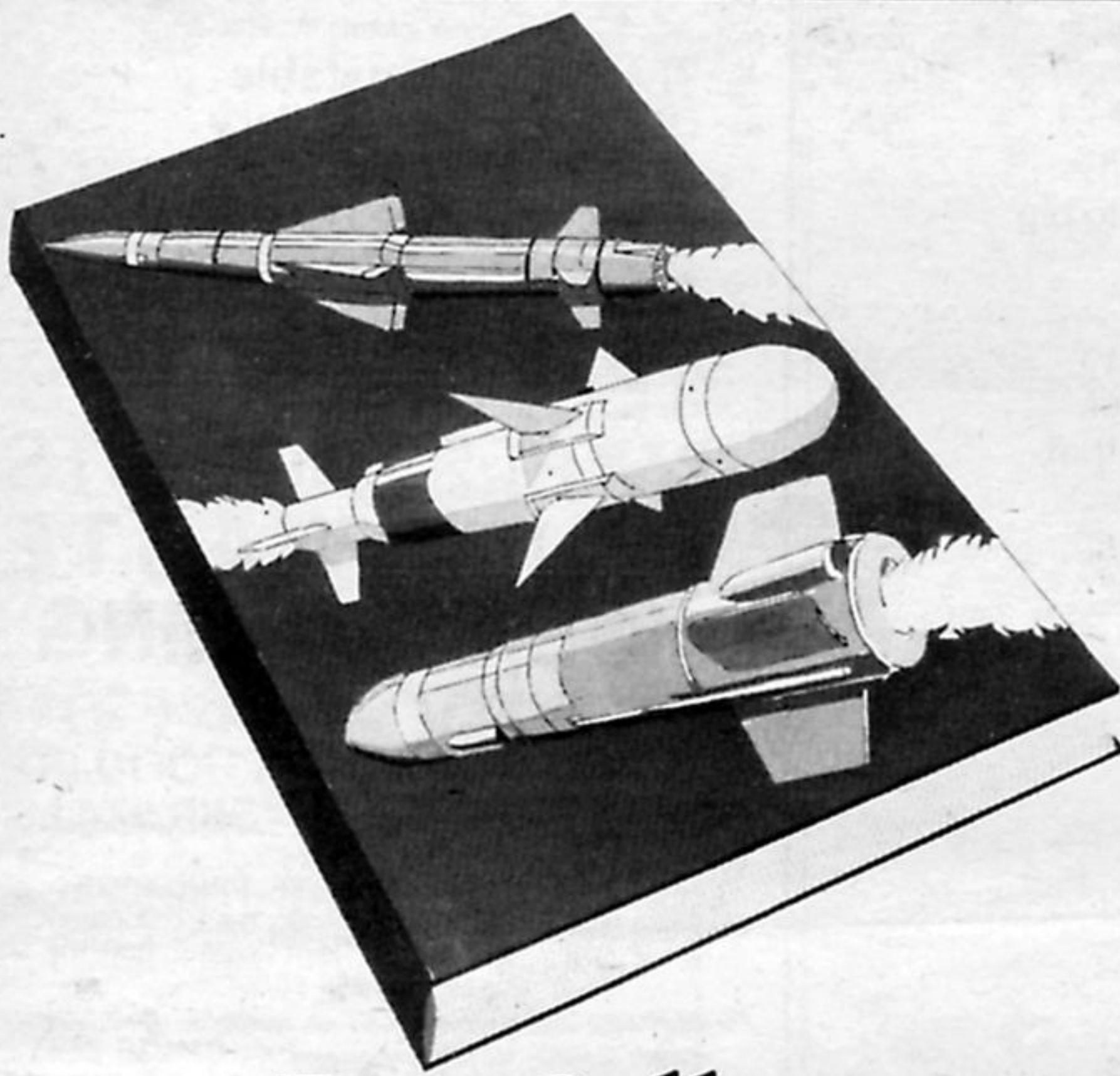


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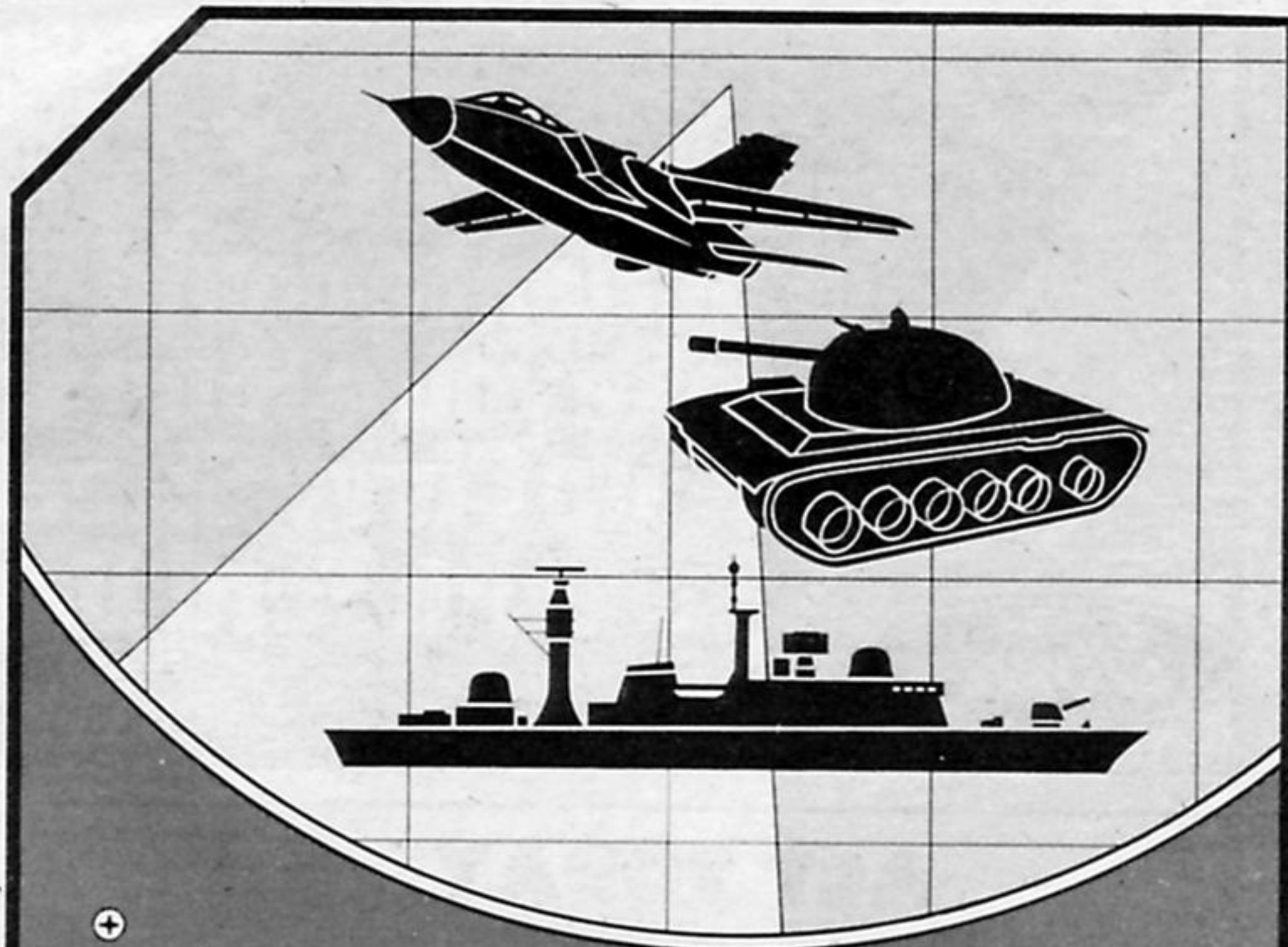
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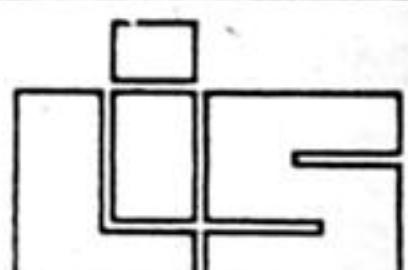
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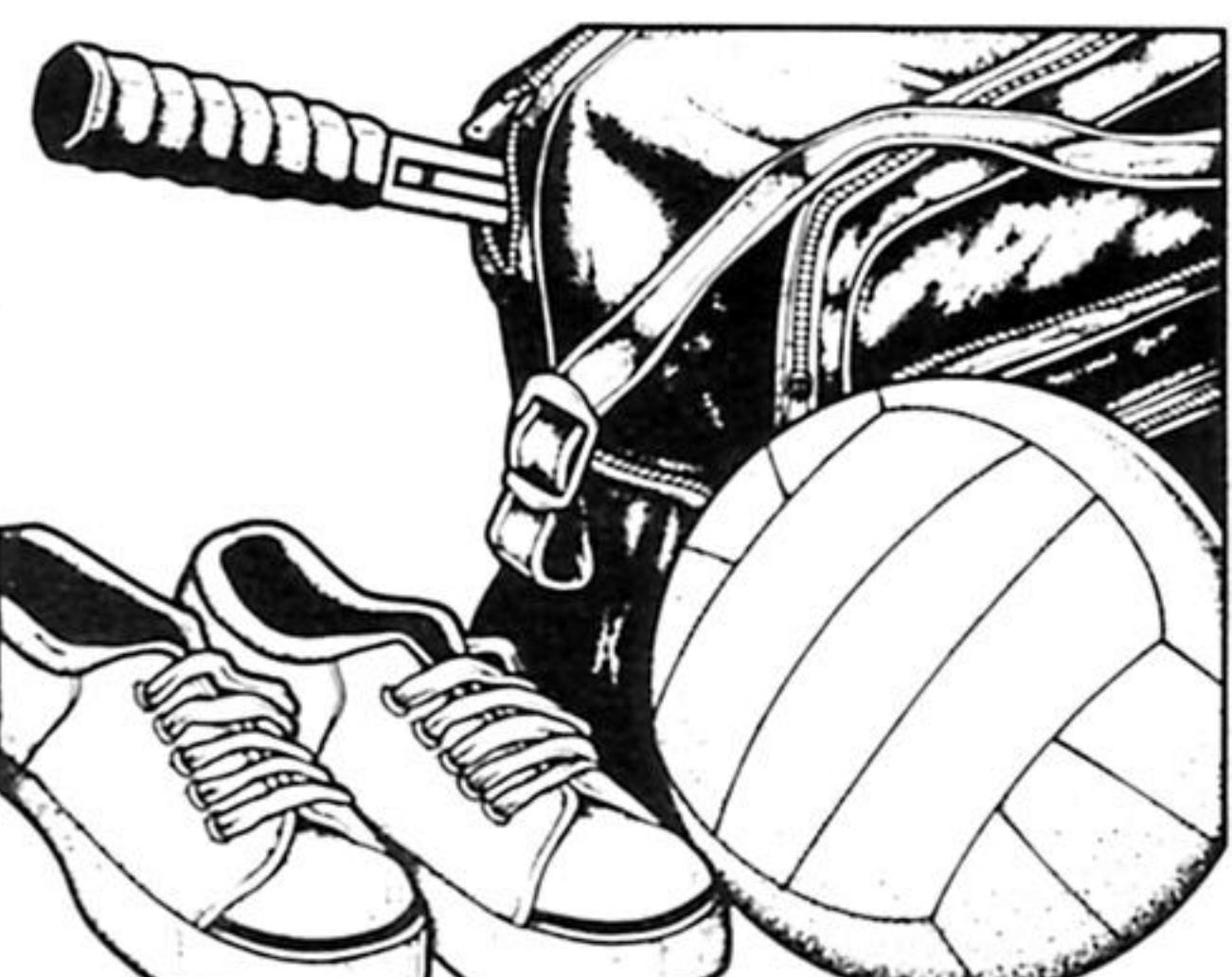
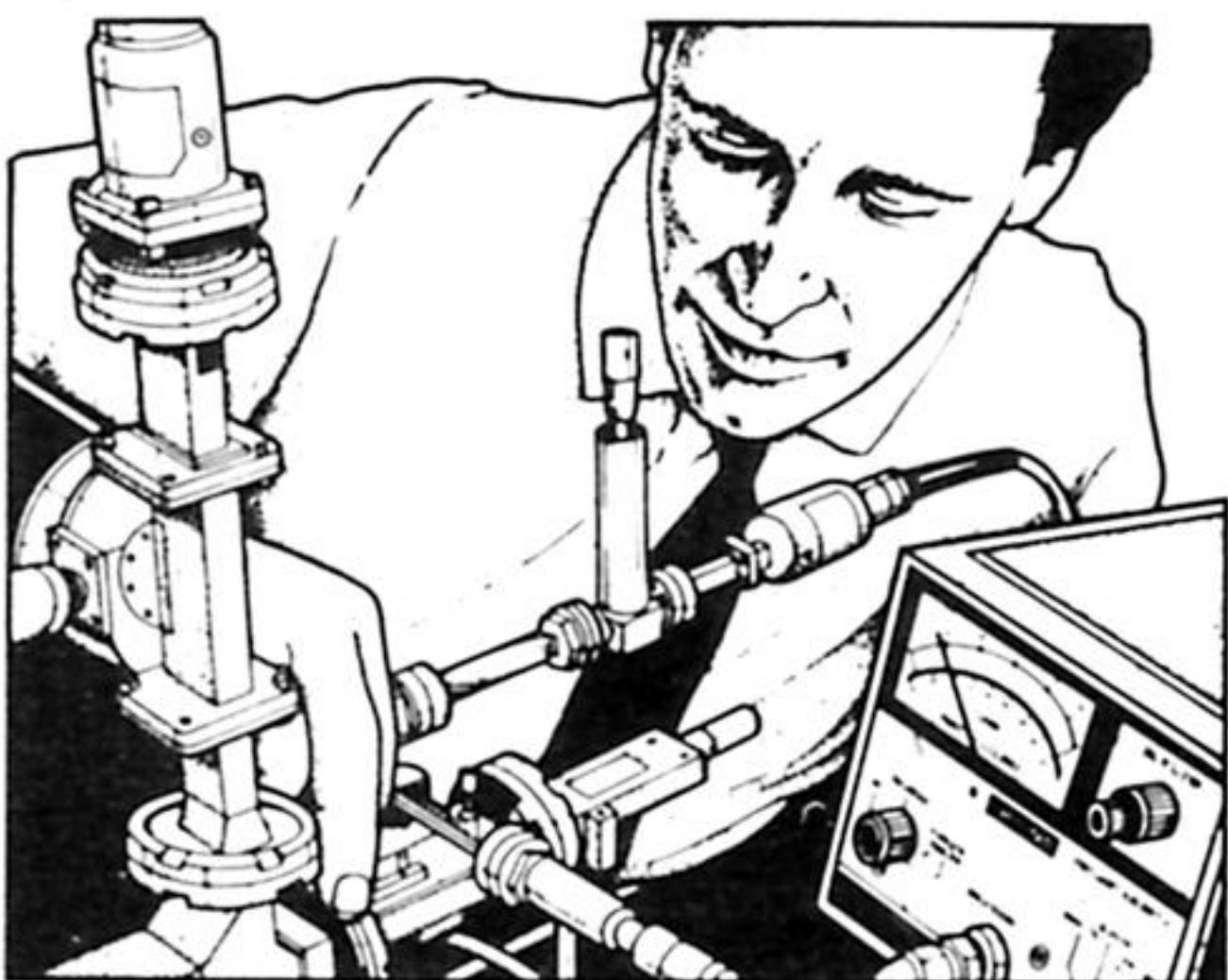
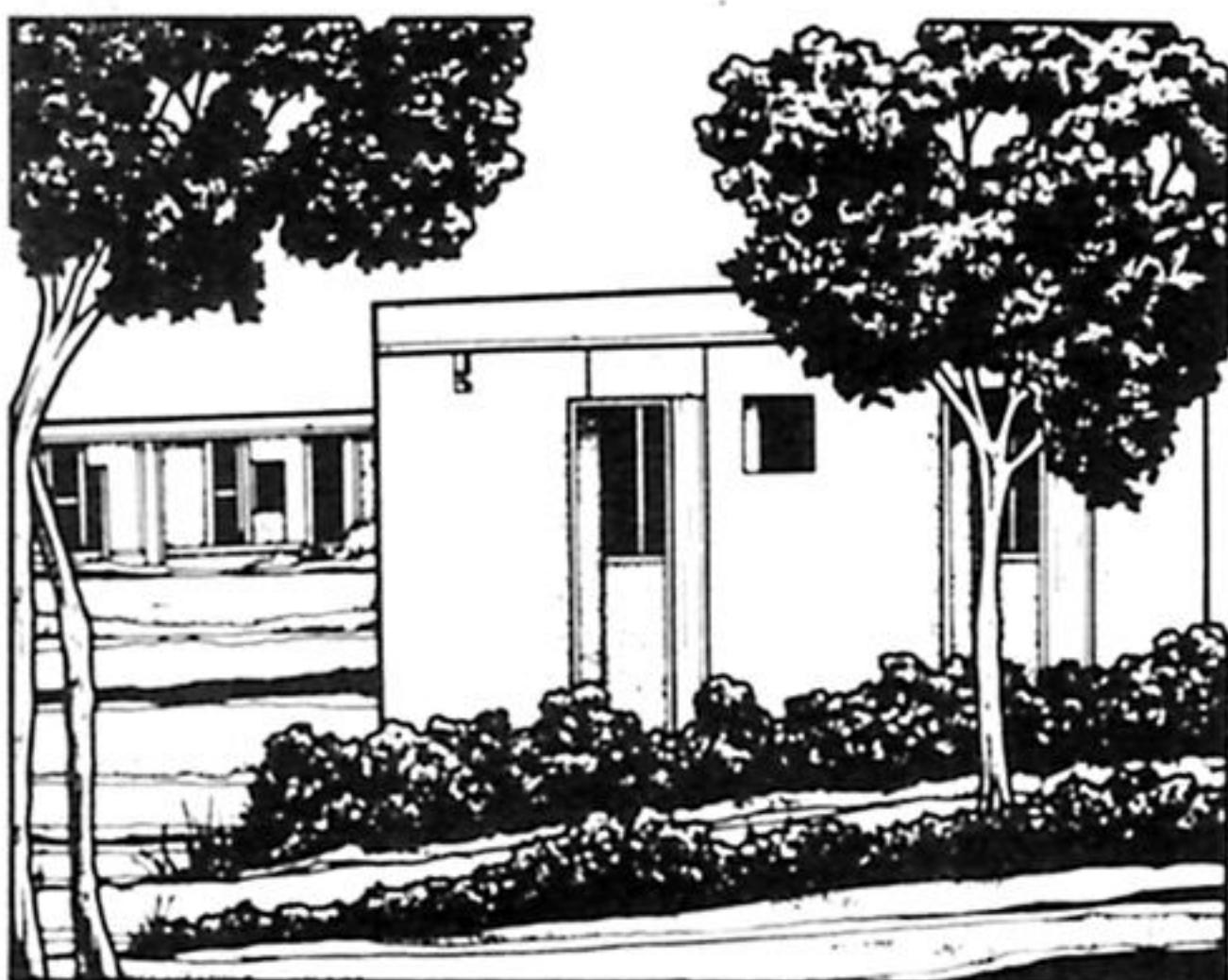
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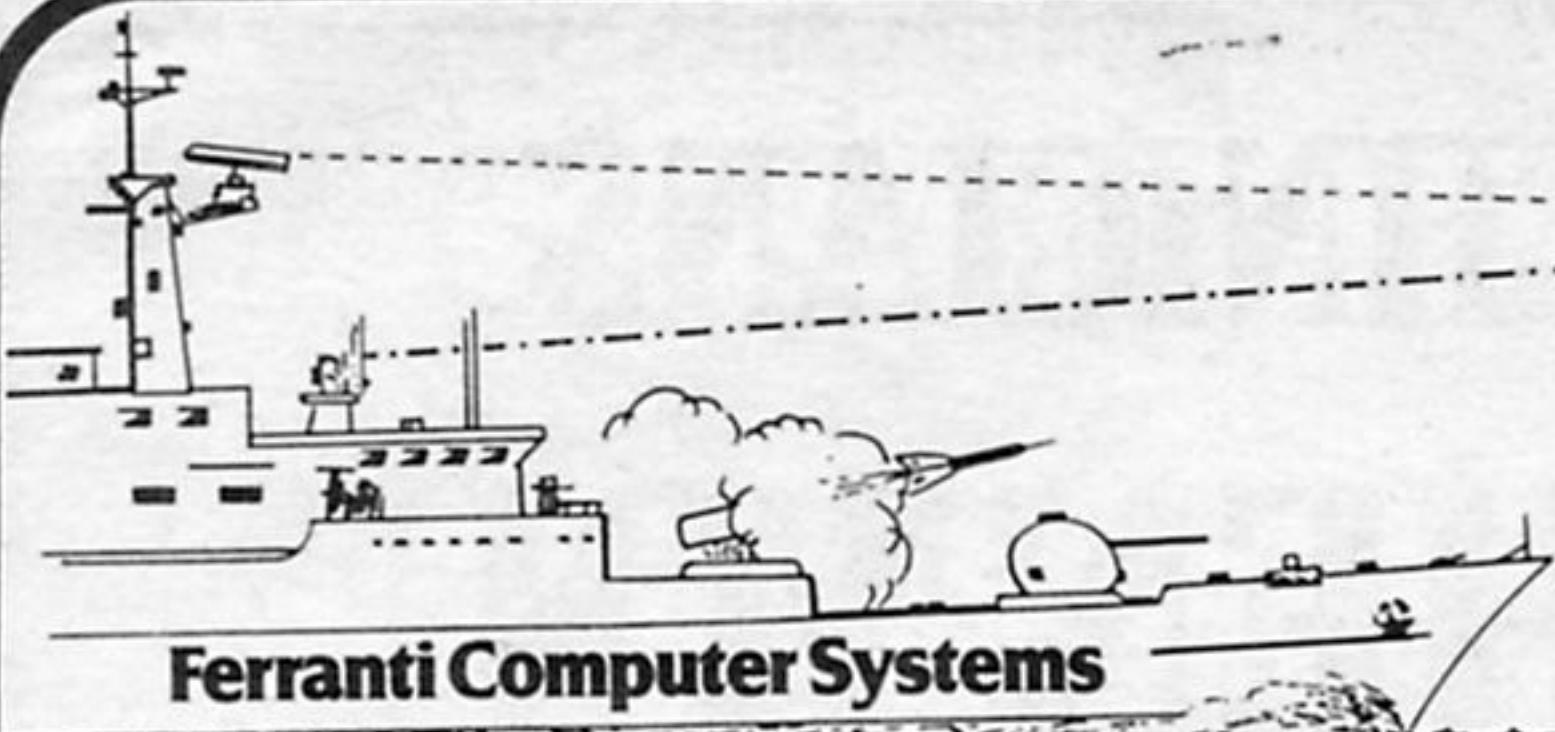
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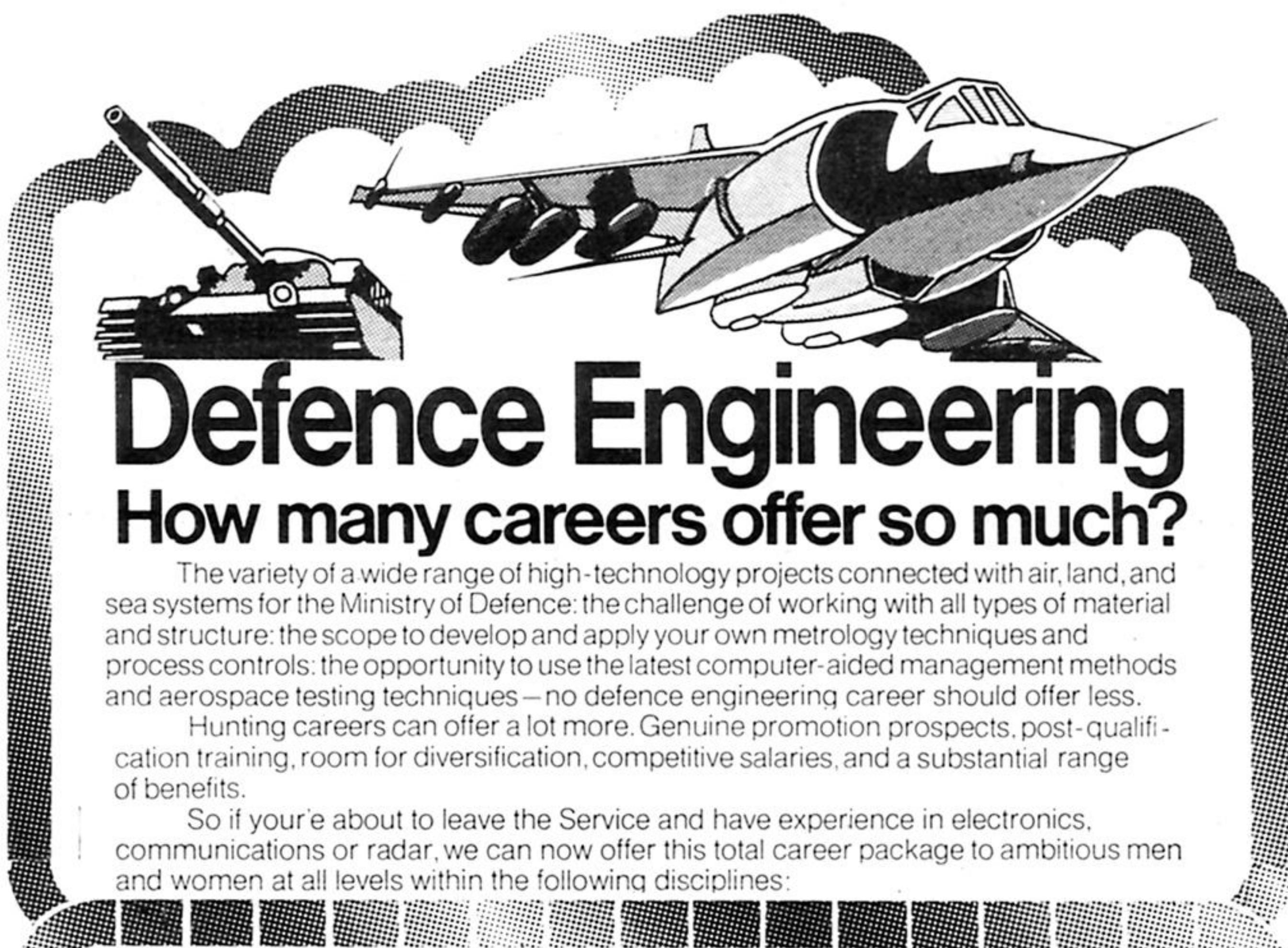
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SPORT

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CRICKET

It's such a struggle for runs

Although a large number of tried and new players have been given an opportunity to show their potential in the first part of the Navy cricket season, results have been rather disappointing, writes Derek Oakley.

Batsmen have not given the bowlers enough runs to bowl at, with LWTR Andy Collier completing the only 50 scored in the first five matches. The bowling has been steady but not penetrative, and the fielding has not lived up to recent high standards.

Two brothers, Sub-Lieut. Tony and MEA Mike Izzard, opened for the Navy against Incogniti at Portsmouth. Although John and Peter Dunt, Gerry and Bob Tordoff and John and Sherrard Manners played in the same Navy sides, this appears to be the first time brothers have actually opened the innings.

As it was, the Navy was beaten almost entirely by the efforts of former Army player Len Sanderson, who took 13 wickets in the match and scored 84 not out.

TOO QUICK

Both Hampshire and Sussex Second XIs included several first team players against the Navy. Australian Shaun Graf, opening the Hampshire bowling, proved too quick for the early batsmen and the side struggled to 105 for nine off 55 overs.

Upper Yardsman Roger Shugre scored 19 runs and took the first three county wickets for 30 runs, but that was the extent of the Navy's success.

The Sussex match was abandoned without a ball being bowled — a fate which might have been averted if the covers had been readily available.

Against United London Banks at Norbury, only five batsmen reached double figures as the Navy struggled to 101 — albeit without skipper Capt. Rob Fulton.

Judo course

Double Olympic medal-winner Dave Starbrook is to conduct a judo course for Royal Navy and Royal Marine players at R.M. Poole from September 1-5. Cost of the course is £15 (£45 to civilians), and applicants should write to WO2 G. Edwards, R.N. Judo Coach, Gymnasium, R.M. Poole, Dorset, by August 4. A cheque payable to Judo Summer School 80 should be included.



Izzard brothers Mike (left) and Tony, who have scored three century opening partnerships this season for U.S. Portsmouth. Mike had three centuries to his credit by mid-June, and is aiming for his first Navy cap.

Cdr. Roger Moylan-Jones and Lieut. Mike Robinson in the line-up. Lieut. David Wells impressed both here and against Incogniti with his correct style and fluency.

FIVE WICKETS

Despite losing five wickets for 71, the Banks were never really in trouble.

At Oxford the University scored

230 for four on a superb wicket after losing both openers for ducks, then humbled the Navy by dismissing them for 81. Mike Izzard top scored with 16.

For Combined Services against Cambridge University, Mike Robinson scored 48 in the second innings and Tony Izzard 47 in the first. CPO John Michels picked up a couple of wickets in the match.

TITLE SHARED

For the second year running the weather interfered with the Inter-Command festival, held at Portsmouth, and the title was eventually shared by Portsmouth and Naval Air Command.

These two comfortably defeated the minnows of Scotland and Medway, with an outstanding innings by Lieut. Jim Rapp being the feature of Air's massive total of 340.

Portsmouth had the better of the Royal Marines, who could muster only 154 from their 50 overs. Although Portsmouth had some scares, they eventually won comfortably by four wickets.

Air put paid to Plymouth, last year's winners, before heavy rain on the Friday night washed out any thoughts of a final.

After two such inclement tournaments, serious thought must now be given to its future.



TIM KENEALY
Kenealy off to Moscow

CPOPT Tim Kenealy flies from Heathrow Airport to Moscow on July 16 to take part in the Olympic Games. He is a member of the modern pentathlon team which will be defending the title won by Britain at Montreal four years ago.

The modern pentathlon competition starts on July 20 and ends on the 24th. The team returns to Britain on the following day.

CPO Kenealy, who is based in H.M.S. Nelson, is due to go to Britannia Royal Naval College, Dartmouth, in September for officer training.

The Royal Navy's modern pentathlon champion, he won his place in the British team by being the top Briton to finish in the Debenham championships at Crystal Palace.

Cup winners

CPOSA Mick Peel and Cpl Phil Burrows R.M. were in a combined R.N.-R.A.F. side which beat the U.S. Marine Corps in a NATO seven-a-side rugby tournament in Naples to win the Buchanan Cup.

H.M.S. Caledonia's water polo team might be a push-over as far as their commanding officer is concerned, but they were far from that at the Royal Navy's Inter-Unit finals held in Caledonia last month.

Caledonia beat H.M.S. Fisgard, the South Western area champions, 8-3 in a keenly fought match. H.M.S. Collingwood, the South West representatives, then beat Fisgard 15-4, leaving everything to play for in the final match.

Collingwood led 3-2 going into the final quarter of a finely balanced game, but Caledonia's superior fitness paid dividends as they came through to win 7-4.

Pictured (left to right) being "pushed" into their pool by Capt. Peter Howard, Captain of H.M.S. Caledonia, are Lieut. Mike Palmer, Lieut. Neil McLaren, App Mac McIlroy, Upper Yardsman Peter Fiddes, POPT Henry Gibson (coach), and Apprentices Steve Eaglestone, Steve Willis, Dan MacLean, Roger Houghton, Andy Martin, Dave Isaac, and Graham Mayes.

Tourists warm to their task

Despite cold water temperatures and open air conditions, Navy swimmers recorded several good times during the team's visit to Gibraltar in early June. It was the Navy swimming team's first overseas trip.

Purpose of the visit was two-fold: to train and to compete against the Gibraltar A.S.A.

Navy swimmers completely dominated the match, and succeeded in "pulling" local competitors to record performances. Surgeon Lieut. Alex Mills set fastest times for the Nuffield pool in each of his three events. His 50sec. 100yd. freestyle was particularly impressive in the conditions.

Navy rugby player Lieut. Geoff Fabian was "borrowed" off H.M.S. Minerva to strengthen the depleted water polo team, which also called on CSgt Dolly Gray,

SWIMMING

serving with the Royal Marines on the Rock.

But even with their help, the Navy still lost an exciting game against Gibraltar by four goals to five.

Mne Stoughton, who is serving in H.M.S. Warrior, won the 400yd. freestyle and 100yd. butterfly in the swimming match. AB Gary Thomas was first in the 100yd. breaststroke, and Mne Alan Marsh won the 100yd. backstroke.

RETURN OF THE CHAMP

While last year's Navy golf champion, CPO Mike Skyrme, suns himself in the Bahamas, Lieut. Malcolm Edmunds (Fisgard) has taken over his crown following his victory in the R.N. Open Championship at Rochester and Cobham Park Golf Club on June 19 and 20, writes John Weekes.

After the first two rounds, Lieut. Ian Yuill (Collingwood) was two shots in the lead, having made excellent scores of 75 and 74. Malcolm caught up at the end of the third round and kept up such pressure on the last afternoon that he eventually beat Ian by five shots with a total of 302 against 307.

He was the only player to record a score of less than 80 in each round and also had the lowest score in the championships with a 73 on the Thursday afternoon. He won deservedly having played with great steadiness; only his putting on the less than consistent greens prevented him achieving a really low total. I watched Malcolm start with a birdie on the first hole of the last round and get an eagle 3 on the fourth — there is no doubt that he is a worthy winner of the championship for the fifth time in seven years.

Ian Yuill's second place was closely followed by Lieut-Cdr Brian Grant (RNH Plymouth) with 309. He played steadily and had scores of 75 and 76 on the

GOLF

Friday. LWTR Eddie Comerford (Cochrane) was fourth with 311 and H.M.S. Ambuscade provided both fifth and sixth, AB Steve Lambert had a total of 313 and LRO Nobby Stiles had 317.

Also showing potential was MNE Bill Parker (40 CDO) whose play from tee to green on Thursday was first class. PO John Maclean (Gannet) and LPT Neil Hinch (Collingwood) did well on the first and second days respectively but could not maintain the same standard over the other day. PO Peter Darlington (Culdrose) hit the ball a vast distance from the tee and fairway but needs a finer touch around the greens. Finally Lieut. Alan Bray (Daedalus) could not break 80 but still managed a four round total of 321 — very steady golf!

PLYMOUTH WIN

Ably led by Malcolm Edmunds, supported by Brian Grant and Nobby Stiles, Plymouth won the Inter-Command Stroke Play which took place concurrently with the Open. Their total of 1,576 beat Portsmouth by 53 strokes, an overwhelming and well deserved victory.

Command totals were — 1. Plymouth, 1,576; 2. Portsmouth, 1,629; 3. Scotland, 1,632; 4. Naval Air, 1,641; 5. Royal Marines, 1,673; 6. Fleet and Medway, 1,711.

Plymouth were by far the steadiest Command and won by keeping any disastrous round's totals from counting for them. Their three other players were CPO Maurice Jackson (Drake), Lieut.-Cdr Alec Wallace (Fisgard) and Lieut.-Cdr Jack Maynard (Raleigh).

ADMIRALS TRIUMPH

Playing in their annual match at The Berkshire against the Generals and the Air Marshals, the Admirals achieved a rare victory by six matches to two over each opponent. Let us hope that it augurs well for the Inter-Services Golf in September.

No complaints from U.S.A.

RUGBY

complaints concerning hard-lying or dehydration.

Through no fault of their own, the Combined Services were pitched into battle against their strongest opposition of the tour, the Eastern Eagles, after a 200-mile coach drive to New York the morning after their arrival in the States, and did well in their jet-lagged state to lose only by the odd penalty goal in nine.

Similarly, the day after their return to Washington from Boston, they pulled out what remained of the stops to achieve a creditable 13-13 draw with the Potomac Rugby Union. All in all it was reported to be a thoroughly worthwhile and enjoyable tour.

Just before the end of the season, H.M.S. Mercury accomplished a fine performance (Grassy Meadows says) in defeating H.M.S. Dryad 28-0 in the final of the Portsmouth Area Sevens, having disposed of H.M.S. Collingwood 23-4 on the way.

It may not have escaped the notice of some readers of daily newspapers that at Croydon in May a rugby player was sent to prison for six months for inflicting a broken jaw, cheekbone and nose on another player in a "foul tackle." This is the first ever custodial prison sentence awarded for foul play on any field.

The writing is clearly on the wall, and not a moment too soon; no sport contains a built-in licence to commit violence. On that sombre note I will revert to what's left of the summer and its great game . . .

HELPING HANDS

PRAM ARMADA RAISES £2,000

Teams from three Royal Navy establishments and a submarine helped to raise £2,000 when they took part in a fancy-dress pram race as part of the Drake 400 celebrations in Plymouth.

The race, organised by the Friends of Trengweth Spastic Centre, was entered by teams from H.M.S. Raleigh, H.M.S. Fisgard, H.M. submarine Superb, and Wrens from H.M.S. Drake. The proceeds go towards building a therapy pool at the centre.

First home on the three-mile course was a team from Raleigh in the amazing time of 20 minutes. Fastest ladies' team were "The Scarecrows" from Drake, and the best fancy-dress accolade was won by "The Clowns," the senior-rate Wrens team.

The third team from Drake, "The Diddymen," won the trophy for the most sponsorship money collected — £27.35.

□ □ □

Thirty members of the crew of H.M.S. *Opportune* surfaced to walk from Torpoint to Polperro to raise funds for two Birkenhead charities.

Twenty miles and several blisters later the walkers joined other members of the crew for a fund-raising barbecue in the home of MECH1 Biff Griffin. Their combined efforts raised £480 for Heswall Children's Hospital and Hillgrove Children's Home in Birkenhead.

□ □ □

Members of the Sergeants' Mess Royal Marines at Eastney pushed an inflatable raiding craft around the streets of Portsmouth to help "fix it" for the Jimmy Savile Stoke Mandeville Hospital project. To music provided by the R.M. Cadet band the Marines raised £300 in six hours. Further donations have brought the total to £500.

□ □ □

A sponsored wheelbarrow obstacle race by Wrens of



On the surface, submariners from H.M.S. *Opportune* take no chances with the weather. Pictured here at the start of a sponsored walk from Torpoint to Polperro they are dressed for all seasons including heat wave and blizzard. Nimrod the dog also enjoys a walk, but has opted out of this one to ride in the arms of his owner, Sub-Lieut. Brian Brown. Others in the picture include, from left: LCK Paul Bassett, LWEM(O) Ian Arbon; WEM(O) Charlie Hindle and MEM(L)1 Yorkie Hearfield.

H.M.S. *Vernon* raised more than £100 for Malmesbury Lawn Old People's Home, Leigh Park, Havant.

□ □ □

In response to an appeal for funds to send handicapped children of Cedar School in Southampton on a visit to the Netherlands, taking in the Olympics for the disabled on the way, FCPO Daniel Greaney, CPO Taff Harris, MEA Kenneth Beckett, MECH1 Bill Thornley and CMEA(P) Ken Morrison of H.M.S. *Sultan* donated £200 of

the funds they had raised for the Year of the Child to sponsor two of the children.

□ □ □

While H.M.S. *Rhyl* was on deployment a team of 11 runners ran the length of Bermuda to raise funds for Bermuda Hospital Appeal and for the ship's charity of Toc H in Rhyl.

Helped by H.M.S. *Malabar* the team ran 35 miles each day on two consecutive days and raised £315 for the hospital appeal and a further £350 for Toc H.

The runners were: APP

Teoh; LPT Jones; PO Cox; SEA Wickens; LNAM Martin; LS Price; POWTR Thatcher; PO Lawrence; RO Barnes; RO Terry and AB Watson, now a Royal Marines recruit.

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Fund raising activities by members of the ship's company of H.M.S. *Phoebe* while at sea raised £150 for Plymouth Mentally Handicapped Service. The money will be used for the Beckley Family Unit at the Scott Hospital, Plymouth.

Torquay gets new lease of life

H.M.S. *Torquay* has returned to service as Fleet Training Ship after an eight-month refit at Wallsend-on-Tyne — the first major refit for a surface warship at a commercial yard for several years.

The ship has been given a new lease of life beyond that which is normally expected for a frigate of this type. She is now the oldest operational escort, having been first commissioned in August, 1956.

Guests of honour at the *Torquay*'s re-dedication at Portsmouth on June 6 were Capt. Tony Dunn, Captain of the Second Frigate Squadron — in which the ship is serving — and Coun. Leonard Blogg, the Mayor of Torbay.

The re-dedication cake, made on board by POCK Peter Iliffe, was cut by Mrs. Sandra Webb — wife of the *Torquay*'s commanding officer, Lieut.-Cdr. Bruce Webb — and 16-year-old JS(M) Jeffrey Spencer.

PRESENTATION

Before the *Torquay* left Wallsend on April 27, Lieut.-Cdr. Webb presented a silver salver to the general manager of Wallsend Dry Docks Ltd., Mr. Alastair Fraser, in appreciation not only of the "splendid" refit work but also for the northern-style hospitality.

After completing post-refit trials and assisted maintenance in Portsmouth, the *Torquay* proceeded to Portland for basic operational sea training. A visit to her affiliated town of Torquay is planned for late July after the rigours of Portland.

The *Torquay*'s resumption of her role as Fleet Training Ship started with engineer officers from Manadon embarked.

Rocking tradition

Naval tradition took a bashing when H.M.S. *Brighton* called at Gibraltar in May. Twenty-seven members of the ship's company decided to "do" the Rock — with a difference.

Instead of running UP the Rock, they walked ROUND it! The course took the Brighton's pedestrians through nearly six miles of dockyard, tunnel and road, with POMEM M. Jones first home in a time of 38 minutes. Sub-Lieut. M. Thompson and JS(S) R. Lewis-Taylor were second and third.

Some of the entries didn't take the race quite so seriously . . .

POG1 Beswick, MAA Cockle, CPO McDonald and the first lieutenant, Lieut.-Cdr. Mike Green, are rumoured to have finished only with the stimulus of certain liquid refreshments concealed in the Jimmy's little black bag!

Glittering farewell

Members of the Royal Navy PT Branch Assn (Scotland) gave outgoing chairman Lieut. Jim Wastie a glittering farewell. At a reunion of serving and former members of the PT Branch he was presented with an inscribed silver salver and tankard by CPOPT Wilkinson of H.M.S. Cochrane on behalf of the Association.

Lieut. Wastie's successor is the new Command PTO, Lieut. Bill Mitchell.

Former members of the Branch who live in Scotland are invited to join the association there. They should contact the Command PTO, H.M.S. Cochrane, or Mr. W. T. Shaw, 82 Union Road, Broxburn, West Lothian, telephone 852367.

NATO's forces on show

Fast action by seven Royal Navy ratings saved a man's life and prevented a major blaze in Amsterdam.

The sailors — six from H.M.S. *Norfolk* and one from H.M.S. *Scylla* — were in the Cafe West Indie during a week-end visit by their ships to the Dutch port.

When fire broke out in the cafe, the sailors immediately evacuated the premises and surrounding buildings and, in spite of the lack of fire fighting equipment, tried to control the blaze.

While CPO Harry Grayson phoned the fire brigade, CA Allan Tavener dragged out the barman



who had been overcome by smoke. Finally the seven managed to seal the cafe, preventing the flames from spreading to the adjoining buildings.

They were thanked by the cafe proprietor, the police and the fire brigade. The five other members of the team were: WEMs Andrew Lumpkin, David Morris, Peter Bond and Ian Thominson, and AB Michael Manning of the *Scylla*.

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

Portsmouth-based ship or shore base Telephone Excellent 5814.

AB(M) G. Craig, H.M.S. Gurkha, drafted Sept. SMOS Fraser gunnery range, H.M.S. Dryad, emergency relief pool. Will swap for any shore billet Portsmouth.

AB(M) G. Alexander, H.M.S. Camperdown, Marine Parade, Dundee, drafted H.M.S. Lewiston, Rosyth. Will swap for any ship deploying.

LMEM(L) R. A. Hilton, 219 Mess JR's Block, H.M.S. Cochrane, drafted Rosyth FMG (mobile), July. Will swap for any Plymouth or foreign shore base, or Type 21 frigate.

WEMN1 R. G. Bowyer (AD), H.M.S. Hermes, drafted FMG (mobile) sweeper, H.M.S. Cochrane, Oct. HGV1-3 licence and computer training given. Will swap for any shore base in South. Telephone Portsmouth 63405.

LSA M. Clarke (Scale A), 6E Stbd Mess, H.M.S. Invincible. Will swap for any draft.

AB(S) Antrobus, H.M.S. Warrior, Northwood, drafted H.M.S. Dido, Devonport, Nov. Will swap for any Portsmouth ship.

SEA(S) A. N. Swaine, 3P Mess, H.M.S. Falmouth, drafted H.M.S. Fawn, Sept. Will swap for any ship deploying, preferably Type 42.

ALSTD M. Fisk, c/o Wardroom H.M.S. Royal Arthur, Corsham, Wilts, drafted H.M.S. Norfolk, Sept. Will swap for any ship in refit or deploying.

CK M. Cordwell, Main Galleys, H.M.S. Dolphin, Gosport, Hants, drafted Sept. 1 H.M.S. Amazon, Plymouth. Will swap for any Portsmouth ship.

LS(R) Munday, 1 Court 8, Rowan, Gosport, PO13 8BT, telephone 21892, drafted H.M.S. Avenger, Oct. Will swap for any Portsmouth ship.

Simulator celebrators

Champagne flowed to celebrate the 30,000th hour of the Sea King Simulator at R.N. air station Culdrose. Now in its tenth year of continuous operation, the training simulator works out at a fraction of the cost of actually flying a Sea King helicopter.

SWOP DRAFTS

SA G. H. Blakely, 3F Mess, H.M.S. Falmouth, drafted H.M.S. Leander, Sept. 12-month refit. Plymouth. Will swap for any seagoing ship, preferably Portsmouth or Rosyth.

RO1(G) Harvey, H.M.S. Wilton, drafted FO Gibralter, Sept. Will swap for UK shore base or ship due refit or Rosyth based.

LMEM(M) R. S. Tipping, 3HA2 Mess, H.M.S. Intrepid, Portsmouth. Will swap for Devonport ship.

STD S. C. Holder, H.M.S. Bulwark, deploying Atlantic 1981. Will swap for any ship based Scotland, preferably Rosyth.

LSTD L. Hubbard, 3EZ Mess, H.M.S. Ajax, Plymouth. Will swap for any ship refitting or seagoing Rosyth — H.M.S. Plymouth considered.

AB(M) G. Sherwood, Accommodation office, H.M.S. Nelson, ext. 22893, drafted H.M.S. Plymouth (R) Chatham. Will swap for any Portsmouth ship in refit or not deploying.

AB(M) D. P. Francis, 3P2 Mess, H.M.S. Broadsway, deploying W. Indies, Sept. Will swap for any Plymouth shore base or ship in long refit Devonport.

POCK D. Coombes, H.M.S. Royal Arthur, drafted H.M.S. Yarmouth, Rosyth, Oct. Will swap for any ship but not Scotland.

STD D. Calver, H.M.S. Apollo due to deploy Sept., home for Christmas. Will swap for any Portsmouth or Chatham ship.

WEM(R) Blaber, FMG Saumarez Block, H.M.S. Nelson, drafted H.M.S. Plymouth, Sept. Rosyth based at the end of Jan. Will swap for any Portsmouth ship in or out of refit or shore base.

AB(M) I. Day, 3GS Mess, H.M.S. Gurkha, drafted H.M.S. Excellent, Devonport. Will swap for any Rosyth ship.

STD M. Petrie, H.M.S. Shearwater, drafted H.M.S. Collingwood, Aug. Will swap for any shore base Scotland or minesweeper.

MEM(M)2 N. C. Fraser (AMC), H.M.S. Berwick, Plymouth. Will swap for any Portsmouth ship.

MEM(L)2 S. McConachie, 1 Mess, H.M.S. Endurance, Chatham, deploying Oct. six

months Antarctic. Will swap for any Rosyth ship.

POEM (R) A. G. O'Prey, 5POs' Mess, H.M.S. Antrim, drafted R.N.R. Ulster, Nov. Will swap for any Portsmouth ship or shore base.

LS(S) Coupe, 3 Mess, H.M.S. Ardent, drafted H.M.S. Lynx (RUS), Chatham, Sept. Will swap for any Plymouth shore base or frigate in long refit.

WEM(M)1 M. E. Lenihan, H.M.S. Blake RSU, Chatham. Will swap for any Portsmouth shore base or ship in long refit.

PO(M) Lawrence, H.M.S. Kent, drafted H.M.S. Arethusa, Sept., refitting Devonport until early 1981. Will swap for any Portsmouth ship.

MEM(M)1 R. Pridham (AMC), H.M.S. Accommodation office, H.M.S. Nelson, ext. 22893, drafted H.M.S. Plymouth (R) Chatham. Will swap for any Portsmouth ship in refit or not deploying.

AB(M)2 D. P. Francis, 3P2 Mess, H.M.S. Broadsway, deploying W. Indies, Sept. Will swap for any Plymouth shore base or ship in long refit Devonport.

STD D. Calver, H.M.S. Apollo due to deploy Sept., home for Christmas. Will swap for any Portsmouth or Chatham ship.

SEA(S) A. N. Swaine, 3P Mess, H.M.S. Falmouth, drafted H.M.S. Fawn, Sept. Will swap for any ship deploying, preferably Type 42.

WEM(R) Blaber, FMG Saumarez Block, H.M.S. Nelson, drafted H.M.S. Plymouth, Sept. Rosyth based at the end of Jan. Will swap for any Portsmouth ship in or out of refit or shore base.

EM(AW) Wilby, 2G Fwd Mess, H.M.S. Invincible, will swap with any EM(AW).

AB(S) J. Boschi, Portsmouth Field Gun Crew, H.M.S. Excellent, Drafted H.M.S. Plymouth, Chatham RSU. Will swap for any Portsmouth ship.

LS(R) Munday, 1 Court 8, Rowan, Gosport, PO13 8BT, telephone 21892, drafted H.M.S. Avenger, Oct. Will swap for any Portsmouth ship.

LS(R) Munday, 1 Court 8, Rowan, Gosport, PO13 8BT, telephone 21892, drafted H.M.S. Avenger, Oct. Will swap for any Portsmouth ship.

Jenny gets B.E.M.

The decorative efforts of Jenny, of Hong Kong Side Party fame, have been recognized with the award of the B.E.M. in the Queen's Birthday Honours.

Popular with generations of officers and ratings, Jenny — with pigtail and baggy trousers and operating from a sampan — has led a team of women painters who have welcomed and painted visiting R.N. ships.

Often she was on the jetty with a bunch of flowers for the captain as the ship came alongside.

She has headed her team for about half a century, having succeeded her mother at the age of 13. Many congratulations to her on the award of the medal were received in Hong Kong.

• Navy honours — Page 27

Four more Hunt class ordered

An order has been placed for four more Hunt-class MCM vessels for the Royal Navy. Their names will be H.M. ships Brocklesby, Dulverton, Chiddington and Hurworth.

Previous ships of these names were Second World War destroyers.

The order, worth just over £100 million, goes to Vosper Thornycroft (UK) Ltd.

This class, with both minehunting and sweeping capability, have glass-reinforced plastic hulls with low magnetic signature.

• The Royal Navy has ordered ten more Lynx helicopters from Westland of Yeovil, bringing its total to 70.



'LIFT-OFF' FOR H.M.S. SPEEDY

The commissioning ceremony for the Navy's first hydrofoil, H.M.S. Speedy (left), was held in H.M.S. Vernon on June 14 with the Controller of the Navy (Vice-Admiral Sir John Fieldhouse) as principal guest.

A feature was the presentation of three pictures to the new ship. The Rt. Hon. Vere Cochrane, great-great-grandson of Lord Cochrane, who commanded the first Speedy in 1801, presented a picture of that ship in battle.

Boeing Marine Systems, of Seattle, which built the new Speedy, presented an oil painting.

of Seattle, while from Vosper Thornycroft, which fitted her out, came a photograph of the fifth Speedy, which was built by J. I. Thornycroft at Chiswick in 1893.

The cake was cut by Mrs. Roach, wife of the commanding officer (Lieut.-Cdr. Peter Roach), assisted by AB(R) Steve Eagling.

Later in the month the new ship experienced a problem which caused a day at sea by the Navy Minister to be cancelled, but it was hoped that the defect would be quickly rectified. Following trials and crew training at Portland, the Speedy is to be tested in a variety of roles.

LIGHTNING REFLEX SAVES LIFE

Standing in a Scottish naval classroom during one of June's violent thunderstorms, two Upper Yardmen were discussing the odds against being struck by lightning . . . just before lightning hit the window.

One, MEA(L)2 Jonathon Wright, was knocked unconscious and his breathing stopped. Though dazed and burnt, the other, LS Edwin Jensen, reacted rapidly by calling for help and immediately starting mouth-to-mouth resuscitation.

Within two minutes, LMA George Petty was on the scene in H.M.S. Caledonia's Technical Education Block with an oxygen mask. Ten minutes after the incident, both ratings were in H.M.S. Cochrane's sick quarters receiving treatment from Surg.-Lieut. Tony Snell.

LS Jensen was in a state of shock and suffering from burns, while MEA Wright was suffering from post-cardiac arrest, confusion and shock.

In the opinion of Surg.-Lieut. Snell, Wright might well have died but for the prompt action of his messmate.

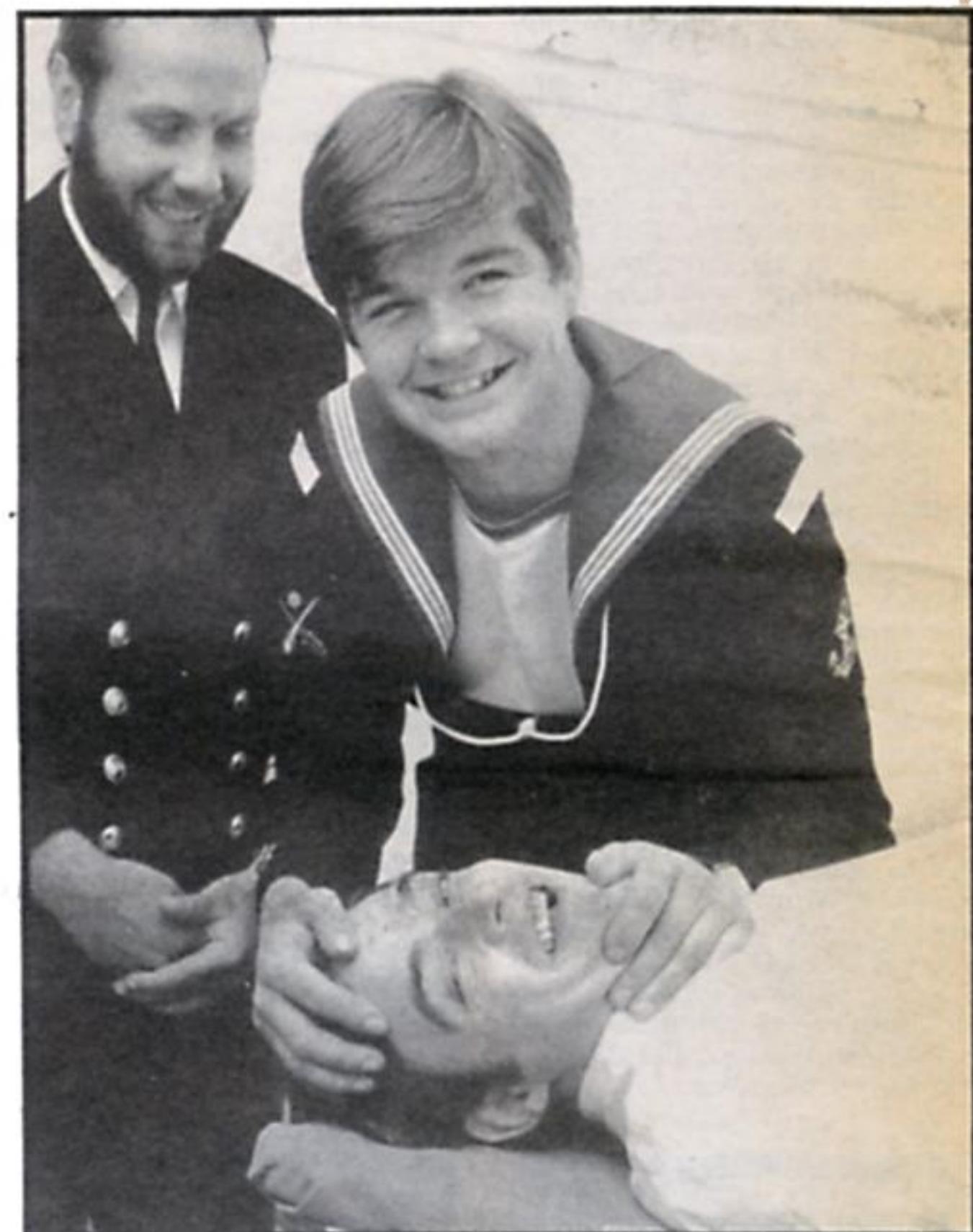
Dramatic

It was a dramatic incident underlining the message that knowledge of first aid and prompt application saves lives, and that no one knows when it will be needed.

Both ratings are Upper Yardmen studying A levels in Caledonia and, subject to success in their exams, will be joining B.R.N.C. Dartmouth in September.

Scimitar trip

As part of a Royal Navy visit, the Governor of Hong Kong went to sea in H.M.S. Scimitar, which is conducting anti-illegal immigration patrols in the area.



In happy mood after full recovery from the "lightning strike," the two Upper Yardmen make smiling examples of the importance of first aid. As Surg.-Lieut. Tony Snell looks on, LS Edwin Jensen prepares to carry out a repeat resuscitation "op" on the messmate he helped save, MEA(L)2 Jonathon Wright.



TIME TRAVELLERS . . .

These Wrens from R.N. air station Yeovilton were transported back to the Good Old Days when the Veteran Car Club used the Fleet Air Arm Museum as a starting point for its Golden Jubilee Rally. Wrens Karen Benham, Beverly Oxley, Christine Webster and L.Wren Liz Mason were among WRNS ratings who gave the old vehicles a final polish before they left. The ride was their reward.

Picture: CPO(Phot) Les Warr

Duty-free perk to continue

There is no immediate threat to duty-free privileges, says MOD(Navy), after reports that proposed Common Market rules could in many instances end these privileges for liquor and tobacco in R.N. ships.

British representatives in Brussels are "vigorously objecting" to provisions affecting naval vessels which, if put into effect, could curtail the Fleet's privileges to consume tobacco and alcoholic beverages free of duty when in port or during voyages.

The proposals aim at applying common Customs and Excise legislation to international transport to and from the European Community and would change the United Kingdom's treatment of relief from liability to pay VAT and Customs and Excise duty.

MOD say the proposals are at a preliminary stage, more discussions are expected and many procedures remain to be completed before any change could take place.



"The uncertainty of it is killing him!"